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Africa.

Commodore Shubrick Commdg.

January 1855.

June 1855.

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Princeton, January 17th 1855.

Sir,

I have the honor to inform you that in obedience to your order of the 26th December last, I proceeded to Philadelphia on the 15th inst. and reported myself to Commo Stewart, preparatory to the execution of such further instructions as may be received from the Navy Department.

I am, respectfully
your obdt. Servt.
Thomas Crabbe
Capt. U. S. N.

Commr. Chas. Stewart
U. S. Navy

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

Navy Department

Sir,)

As doubts are entertained in regard to my being allowed to act as Paymaster of the Navy, until the Hon. Secretary of the Navy be pleased to favor me with his decision upon the subject.

By the table of complements it appears that a band is not allowed to the Lancaster. Should it please the Department to authorize the enlistment of a band for that vessel, it would be very gratifying to me, and no doubt to the crew also.

I am, very respectfully,
Your obdt. Servt.
Thomas G. Tucker
Pay. U.S.N.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington D.C.

Forwarded by
Lieut. Commdg.

Ce. Jan. 20 – Hardin

Reply must be
signed Secretary
but not a clerk
in addition.

~~I should write as the~~
~~Secretary~~ is the Navy
Dept is busy

1 Master
6 1st class
4 2d "
may be allowed under
the usual authority
but as the instruments
must be furnished
by the Govt

Dec Jany 20 '58.

C. Jan. 20 — Gulick Lam

3

Washington, Jan. 24 1858.

Sir,

I have the honor to inform you that I will write you a letter to-morrow, and hope to be able to say something the communication of which I would like to have this week, as it is connected with the Naval Academy.

Very respectfully,
Your obt. servt.
Thomas Craven,
Capt. U. S. N.

Hon. J. C. Dobbin,
Secretary of the Navy.

Dated 27 Jany 1855.

"Crabbe informed"

c. Jan. 27 – Hardin

Washington Navy Yard,
Washington City,
Oct 25th 1854.

Sir,

I have the honor to inform you that the Brig Porpoise has been ordered to sail from this port on Saturday next, and upon the receipt of her stores and water, and final sailing instructions. The passage has been prolonged in consequence of light and head winds. In fact, she was compelled to anchor fifty leagues in Lynnhaven Bay.

I am very respectfully,
Your obt. Svt.

Thomas Crabbe
Appointed to command African squadron

Hon. J. C. Dobbin
Secretary of the Navy,
Washington, D. C.

U. S. Flag Ship Jamestown,
Philadelphia, Feby. 22d. 1855.

Sir:

I have this day invited Mr. Pendant on board this Ship, and she is now under way proceeding to Sea.

I am, very Respectfully,
Your Obt. Servt.

Thomas Crabbe
Capt. U. S. N.

Hon: J. C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

C. March 2 — Ellendale

U. S. Flag Ship Minnesota,
Hampton Roads,
March 3rd 1863.

Sir,

I herewith transmit a communication made to me by the Commander of this ship, in relation to the decayed condition of certain parts of her planking, and have to request that a survey may be ordered for the purpose of ascertaining her sea-worthiness. I regret that such action should be deemed necessary when so nearly in a state of readiness for sea; but the safety of the ship and above all, the preservation of the lives of those on board require it.

I am very respectfully,
Your Obt Servt.

Thomas Craven
Appointed to Command African Squadron

Hon. G. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

Done Mar. 5. 65.

U. S. S. Pawnee
Hampton Roads
March 2d 1865.

Sir:

From representations having been made to me that this Ship was imperfectly repaired at the Navy Yard Philadelphia I directed an examination to be made by the Carpenter of the Ship Mr. Ferral, of certain parts of the vessel said to be defective and from his report, with the specimens of the borings made by him, I am satisfied that nearly all the planking on both sides forward of the Fore-Chains, from the Copper up, is unsound, and in some places entirely rotten: how far these defects may exist below the Copper, I am unable to say, but it is reasonable to suppose they do exist below it. The deck-plank on the port side is also rotten.

Under circumstances of so serious a character, I feel it to be my duty, respectfully to ask, that a Survey may be ordered, and the necessary repairs made before proceeding to Sea; for I am constrained to say from the report made to me, as well as from my own personal observation, that I cannot regard the Ship in her present condition as Sea-worthy and fit to perform the Cruize for which she is intended.

Very Respectfully
Your obdt. Servt.
W. P. Ellison
Commander

Thomas Craven
U. S. Navy
Commanding Western Gulf Squadron

U. S. Ship Jamestown
March 2d 1858

Sir

In obedience to your order of to day I have made a careful examination of a portion of the outside planking and in addition to the rot reported in the butt plank S. find the plank above the copper on both bows in several places unsound and I deem it unseaworthy

Very Respectfully
Your Obt Servt
Thos C. Tunell
Carpenter

To
Commander F. B. Ellison
Commanding
U S S. Jamestown
" "

U. S. Ship Jamestown,
at Anchor off Apolla
March 4. 1856

Sir.

The Commander of this Ship has received two anonymous letters from Philadelphia in relation to her unsound condition. The writer, who is evidently an illiterate man, pertinaciously insists that the Ship is not seaworthy, and that he discloses the fact from no other motive than that of preventing a sacrifice of human life. The Officers and crew of the Ship have become somewhat impressed with the belief that there is some truth, in the writers assertion, and evince much anxiety upon the subject. — With such a feeling pervading those on board, you may readily imagine the effect upon her efficiency. A thorough examination, with, her crew and Stores on board cannot in my opinion, be satisfactorily made; and much time would necessarily be consumed were it deemed expedient to take her into dock. I sincerely regret the delay which attends our movements, being fully assured that all on board are desirous of reaching the Station, assigned us.

The papers alluded to above, together with, letters from Commander Ellison,

W. S. S "Dameshorn"
Abt Norfolk, Va.
March 8th 1855.

Sir,

Upon the arrival of this ship in Hampton Roads, I recieved an anonymous communication from Phil^{a}., in relation to the condition of the Dameshorn, and from the statements in which, I directed an examination of the outside planking by the Carpenter, whose report I enclosed to you; an informal examination was subsequently made by Constructor Hartt who pronounced the wood not rotten but "iron sick", and that the ship in his opinion was sea worthy. I have to day recieved another communication from the same source reiterating the former assertions, that the Ship is rotten below the Copper as well as in the places he has designated. I do not know how far such information may be reliable, it may or may not be true, but as I cannot see any motive for the assertion of a false statement, and as the person is evidently a Ship Carpenter, and most probably has worked upon the Ship during her repairs, I do not feel at liberty, with the responsibility resting upon me of, the ship, her officers and crew, to disregard the statements that have been made to me, but refer these communications to you for such action as you may deem necessary

very respectfully
your obt Svt

Commander
Thomas Crabbe
Appointed to command
African Squadron

[signature]
Commander

& the men and from the Ward Room Officers as herewith, transmitted

Have, very respectfully
Your Obt. Svt.

[signature]
Commander

Appointed to Command African Squadron

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

U S Flag Ship "Jamestown"
Off Norfolk Va
March 9th 1855

Sir,

I have seen the letter addressed to you from the Navy Dept of the Navy, with the letter of Constructor Hewitt, I have only to say, that I am not fully satisfied of the sea worthiness of this ship, for reasons already assigned to you, and I will only add to what I have already stated, that since our arrival in Hampton Roads, the ship in perfectly smooth water has been making from ten inches to one foot of water every 24 hours -

very respectfully
your obt. Servt -

Wm. J. Ellison
Commander

Commodore -
Thomas Crabbe
Appointed to command
African Squadron

U S Ship Hamilton
Naples Italy
March 9th 1865

Sir

I was present with the Carpenter of this Ship when he by your order, made an examination of the stern of the Ship. I saw him bore into the Deck plank and I with him thought it unsound. The borings were dark & stained the fibrous texture of the wood apparently gone. I was not with him, when he made his examination forward, but the borings seemed of the same character - I was present with the Constructor when he made his examination, I particularly pointed out the Deck plank, which he pronounced good, only 2 were sick - and in better condition than the low: our Carpenter pronouncing both bad. I can not express an opinion as to the seaworthiness of the ship - It depends entirely upon who is right the Constructor or the Carpenter. If the outside planking is unsound, the ship is certainly not in a fit condition for a cruising vessel.

A formal examination or survey would soon test the fact.

Very Respectfully
Your Obedient Servt
Pat H Armstrong
Lt & Executive Officer

Francis B Ellison Esq
Comdg U S S Ship Hamilton

Respectfully
A. P. Ellison
Commissioner

[illegible] acquisition than it is possible to procure [illegible] storage.

I think it advisable on the [illegible] to have this matter [illegible] (the safety of the ship) & ascertain that such repairs as have been made, have been thoroughly & should be made on a ship bound on a Foreign service.

Very respectfully Sir
Your Most Obedient
Servants.

[illegible] Lieut
[illegible]
Julian Myers Lieut

Robt E Hall Sailing Master

Commodore Thomas Wyatt
[illegible] to Command
[illegible]

(Copy,)

Philadelphia Feby. 24th 1865

Dear Sir

To the Captain and Commander of the U. S. Sloop of War Jamestown Sir it becomes my duty under the conviction, in which I feel to inform you of the State of the Ship Jamestown, - She is not Seaworthy for She is Rotten as punk, first in which I will mention ~~both~~ both buttocks are Rotten and you may pick them out with your fingers - Cut the outside of the plank and there are the secret the pieces which the Carpenter put in, please to examine them and you will see for yourself, where the new plank admidships not one but is Sound, proceed on the Starboard bow, all is gone & Rotten as Snuff, the plank in the buttock under them that is to say the old that was left on is Rotten - abaft the Main-mast under the Cesspool there you will find not more than 2½ inches thick, a Shim let in and that plank is Rotten, as Snuff, indeed all the outside plank that is on the Ship is Rotten and not Sea-worthy - the beams on the Spar deck is Rotten, to say around the foremast, the rails fornied are Rotten and not Sea-worthy, Once the Boss Carpenter knows that the Ship is not fit for Sea - Sooner the Foreman of the Yard also knows that She is not fit for Service, She has heavy Metal and in,

a hurry Sir She would wring her tail off and down She must go, if they would let the Repairing to Mr Joy, the Ship would have been in good order to Sail in any part of the world. Captain my Conscience preys on me to let you know of the Rotten Ship Jamestown, -

Your Friend -

(Copy)

Philadelphia March. 8. 1865

Dear Sir

To the Officers of the Jamestown, which I grieve if to see the Naval Constructor Samuel Hart had the presumption, to State that the Jamestown Sloop of war was Sea-worthy. let him out and he will See for himself - the lines that was written to you gentlemen, is a fact, an undeniable fact on the Starboard Side you will See under the Copper is all gone and both buttocks - the new pieces that was put in, cut alongside of them, and then will Read for yourself - there is one new piece that could not be fastened, all that holds it is the mere Caulking. Out-side of the plank is hard but cut in and you will find pieces as Rotten as Snuff and punk - Mower knew all about the Ship and knew that She was Rotten and would not allow Mr Joy the Quarterman to put the Ship in full Repairs - All I have to Say the Ship is Rotten and not Sea-worthy, - When orders came on to get the Ship Ready - the word from Mower & Price close the Ship up Sent down - and the Rotten Ship sent out to drown all on board of her - Per Com: Stewart get all the Carpenters that work on the Ship and let every man be Sworn

and I will venture to say that man by man will tell the same - this statement is the fact and a stubborn fact - Your friend -

is such men fit to oversee U.S. Work - I trust not.

U. S. Flag Ship Minnesota
off Norfolk
March 13th 1863.

Sir,

I herewith transmit a request for
survey upon T. M. Taylor Gunner of this

I am very respectfully
Your obt Servt
[illegible]

Appointed to command Atlantic Squadron

C. Mar. 12 — Extending

Hon. G. V. Dobbin
Secretary of the Navy
Washington D. C.

U. S. Flag Ship Jamestown. Off Norfolk
March 13th 1855.

Sir.

I respectfully report to you that Purser T. Marston Taylor of this Ship received, some years ago, an injury of the Hip Joint, which still occasions him much suffering, and which has, since he joined the Ship, become so much aggravated as to incapacitate him for the full performance of his duties.

I would therefore recommend that a Medical Survey be held upon his case in order to determine whether he is capable of performing the cruise.

I am very respectfully,
Your Obdt. Servt
Geo. Clymer
Surgeon of the Fleet

Capt. Francis B. Ellison
Commanding U. S. Flag Ship Jamestown

Yrs respectfully

F. P. B. Ellison

Commander

Ans^d 16. Mar 1855.

U. S. Ship Jamestown —
Gosport Navy Yard
March 14th 1855

Sir,

I have the honor to acknowledge the receipt of your order of the 12th inst — & in obedience to it, I have directed the Commander of the Jamestown to transfer her crew to the receiving ship, and turn the vessel over to the Commandant of the Navy Yard, for docking and repairs — My pendant is still at the mast head of the Jamestown and if it is my desire to keep it there, until it may please you to direct some other appropriate place for it —

I am, very respectfully,
Your obt Servt

Thomas Crabbe,
Appointed to command African Squadron

Hon. J. C. Dobbin.
Secretary of the Navy.
Washington — D. C.

U. S. Ship Pennsylvania,
Portsmouth, Navy Yard
March 20th 1853.

Sir,

I this morning received a communication from Capt. Breese, informing me that the Pennsylvania is considered under the orders of the Commandant of the Yard. I was fully aware of this fact; for by your order of the 12th March I was instructed "to turn over the vessel to the Commandant of the yard for docking and repairs." I also received two other communications both directed to Capt. Breese, one authorizing a certificate to Lt. Clymer and the other in relation to allowance of pay to the wife of the Master of this ship. I cannot for a moment believe that the Hon. Secretary has a desire to humble me by the transmission of these papers to my Junior officer, yet such must be the inevitable effect. It is possible that I may not understand my position thoroughly. I certainly am not impressed with the belief that the docking of the Pennsylvania has taken from me the right to command the officers of the squadron to which I have been appointed, nor the precedence of my commission as a Captain in the Navy.

I would therefore be much gratified to have something definite from you on the subject.

I have in no one instance interfered

Co. Mar: 16 Elkridge

with the command of Capt.n Pease, nor is it my
intention to do so.

I am, very respectfully,
Your Obt Servt,

Thomas Crabbe,
Appointed to command African Squadron

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington D. C.

Reply to the
[illegible]
[illegible]
[illegible]

U. S. Flag Ship Pensacola
Hong Kong China
March 29th 1865.

Sir,

I have the honor to acknowledge the receipt of your telegraphic dispatch dated 25th inst. and to transmit by mail this day.

The following message was immediately transmitted. "Will be forwarded by first Monday mail unless detained by Chinese Junks"

I am, very respectfully,
Your obt Servt,

Thomas Crabbe
Flag Officer Commanding Asiatic Squadron.

Hon. H. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

U. S. Flag Ship Jamestown,
Off Norfolk,
April 5th 1853.

Sir

I have the honor to report for survey upon the Engineer Department of this ship, and request that the same will now be furnished instead of those Condemned

I am, very Respectfully,
Your Obt Servt

Thomas Crabbe,
Commanding Home Squadron

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington. D. C.

C. Mar. 31 – Ethridge

U. S. Flag Ship Jamestown,
off Norfolk. April 3rd. 1865

Sir,

In obedience to your order of this date we have held a Strict and carefull Survey on the Six Signal Lanterns furnished to this Ship and Report as follows.

1st The Lanterns are not constructed upon Scientific principles calculated to produce a good and economical light.

2nd. The Workmanship is defective, inasmuch, as the Lamps are different in form, and ineffective for use; and it is evident from the efforts made to patch up and close the apertures of the Lanterns that a good light cannot be kept in a fresh wind.

3rd. The frames (as made) are unduly heavy; the Lanterns weigh eleven pounds each, the Six when hoisted together weigh Sixty six pounds.

4th. Two fifths of the light produced by the Lamps (when best-fitted) is lost by the width of the frames.—

Therefore we consider that the said Six Lanterns are unsuitable for Signal Lanterns, and that they should be returned to the Navy Yard, and more suitable Signal Lanterns obtained, and we would respectfully recommend that the Requisition for Replacing them should Specify Suitable Dioptric-Globe-Lanterns for Signals.

We would also Recommend that the Letourneau Dioptric Signal Lantern be obtained, it being the only Signal Lantern made which, fulfills all the Conditions demanded by the Naval Service as shown by the official Reports of its Success in the French Navy where it is used to the Exclusion of all other Lanterns—

The

The Lieutenant Signal Lantern / medal in case / can be had at 1142 Broadway N.Y. City.

Very Respectfully Sir,
Your Obt. Servt
Edwd. A. Parker
Lieut. U.S.N.

Commodore Wm. Inman
Appointed to Command African Squadron

Recd 6 Apl
Lieut Hall transfer
Upsher & Galt Crabbe
& Engineer
Navy Dept
Apl 4/55

Norfolk April 4

Dom 6/L. 5. 1855

=

There does not seem to be anything the matter with these
Canteens except that the officers would like French
ones — They have been so informed
W F R

=

C. April 5 — Ed Trend

SHINGTON & NEW ORLEANS TELEGRAPH LINE

Office, Washington, cor. of 7th and D streets.

d Norfolk April 4 o'clock, min., M.

ived 3 o'clock, 25 min., P M.

Hon Sec of the Navy

Jamestown deficient five
quarter gunners five quarter masters
nd four Seamen.
Permission requested to fill
ancies from men detailed for
lphia

Thos Crabbe
"Jamestown"
Afrcn Squn

Washington, D. C.

[illegible]

[illegible] Office [illegible] Co.
[illegible] 1st 1855.

[illegible] Esqr
U. S. Ship Germantown.
(Care)

Sir

I am [illegible] to the Instruction from Genl Scott this morning [underline]Copy[/underline] among the Papers [illegible] in the Condition you [illegible] My Chief Clerk [illegible] Telegraph Office [illegible] Command [illegible] Instrument, locked up [illegible] observance [illegible] and [illegible] [underline]Confidential[/underline], immediately upon [illegible] and [illegible] my attention to it— [illegible] Clerk [illegible] proper— to seal it under seal and forward it to you by an express [illegible] the Ship with [illegible] dispatches —

With great respect
[illegible]
Sigrd [illegible]
Flag Staff, U.S.N.

Copy of Lieut. Smith's Letter
to Master General for such
instructions as the Case
calls for in his judgment
Apl. 10 '55

C. Clifford T. Ellwood

Ship of Peace Steam Frigate,
Port Royal,
April 1st 1856

Sir,

I have the honor to inform you that this Ship arrived off this Port on the 8th inst. from Hampton Roads, and on the 9th inst. entered the Harbour of Havana. Upon receiving and answering the accustomed civilities of the port — Supplying the U. S. Steamer Princeton with provisions and watering ship, we proceeded to sea and anchored here on the morning of the 10th inst.

We experienced heavy weather in crossing the Gulf Stream and also on the 11th inst. The ship rolled well, but with very much ease to the wind whether and when she is upon it. Her gunwale being, under the constantly diminished with water during these gales. The Ship was, however, observed very uncomfortable, resulting in a large sick list, such as one as to destroy to a considerable extent the efficiency of the squad.

I enclose herewith, two communications, one from Commander Lowndes and the other from Staff Surgeon Clymer

U.S. Ship "Jamestown"
Key West, [illegible]
April 19th 1855

Sir;

The unusual and ephāordinary numbers of sick on board this Ship, as shown by the daily report, has caused me to ask of the Surgeon, a statement of the probable causes of so large a sick list, and what were the prospects of any of it's being diminished; with the present amount of sick, the ship is rendered totally inefficient for active service, for in exercising the guns, many of them have not enough force to run them out, and the additional amount of duty that is thus necessarily imposed upon the rest of the Crew, is constantly breaking them down, and daily increasing the sick report; -

From repeated exercises, I find many of, if not all, the quoins fly out on running in the guns, and when firing they are thrown out with so much force, as to endanger the men in the rear of the guns; in fact the present carriages are almost worthless, and in time of action, I conceive the crews of the guns would be in as much danger from their own weapons, as they would from the shot of an enemy - -

In addition to the want of numbers in the crews, I have only to state as to their quality, that one of the Seamen; who was found to be incompetent

informed me he was on board the Plymouth dur
her last cruize, and served in the capacity of Cook t
the Commander, and he had always held such s
in the Service; another Seaman has been a Master-
Arms and Ship's Corporal; one of the Ordinary Seamen
who has also been found incapable of performing h
duty, stated to me that he had only been 18 mont
at sea, and that by profession he was a tailor; thes
only a few instances out of many to show the gener
character as Seamen and force of the crew.

It is not in any spirit of complaint, that I
these facts, but only in view of any future service
which the ship may be called, to exhibit her con
and fitness for an emergency, without some additio
means and time to discipline and drill the c
into an effective condition; and only from a s
of duty is this report made, with the hope that
may be, if practicable remedied.

I am Sir very respectfull
your obt. Servt.

F. J. Cleveland
Commander

Commodore
Thomas Crabbe
Commanding
Squadron.

U. S. Hosp. Ship Jamestown
Key West. April 19th 1855.

Sir—

In conformity with your direction to communicate to you my opinion as to the cause of the great amount of sickness that has existed on board this ship ever since she was put in commission on the 22nd of February last, I respectfully submit the following statement.

The ship has been in commission 56 days; during which time 174 persons have been admitted on the sick report. Of these 56 days, the ship's company, with the exception of the Officers and Marines, were on board the Receiving Ship, Pennsylvania, 5 days, in which time 5 persons of those remaining on board were admitted on the list. We have thus 48 days, during which the entire ship's company were on board, of whom 169 were taken sick, thus giving an admission of 3½ persons, on the average, each day. Since leaving Norfolk on the 6th inst., the average sick list has been 24.

The Character of the Diseases has been throughout the same. They have been such as usually arise from humidity, accompanied by either cold or heat, or from sudden transitions of tempera-

ture, to which the system is not accustomed. They have consisted chiefly of Catarrhs, Pleurisys, Pneumonias, Bronchial and Laryngeal Inflammations, Rheumatisms &c accompanied, for the most part, with Gastro-Hepatic Disorder, and Feverishness.

To the operation of these causes this Ship's company have been, in a very great degree, exposed. They were transferred at Philadelphia, from a warm receiving Ship to the coldness and dampness of this Ship, during a winter of unusual severity. During our stay of five weeks at Norfolk, the weather was cold and wet and the Ship never dry. The consequence was that 36 patients were sent to the Hospital, leaving still a large sick list on board. Since sailing from Norfolk on the 6th inst., we have been suddenly precipitated into hot damp weather. On the passage to Havana, the decks were repeatedly flooded from the imperfect closure of the ports, and the Ship was literally never dry. This dampness added to the debilitating influence of a hot and humid atmosphere, keeps up the sick list, and otherwise materially impairs the efficiency of the ship's company. The duties of the Ship have consequently borne, to unusual severity, upon the crew, reduced in numbers and in strength and have cooperated with the other causes in increasing the sick list.

I am therefore of opinion that dampness, operating upon systems debilitated by hot weather and by the fatiguing duties of the ship, is the cause of the great amount of sickness now on board; and that the remedy, so far as we have any control over it, must consist in avoiding the wetting of the Ship, in attention to ventilation, and to cleanliness in the crew, and to their being saved, as far as possible, from fatigue.

I am very respectfully,
Your obdt Servt
Wm Wyman
Surgeon of the Fleet

Capt Francis B Ellison
Commdg U.S. Flag Ship Delaware.

U. S. Ship Jamestown,
Key West Fla. Jan 17th 1862

Sir,

I herewith transmit, agreeably to your direction, the "sailing instructions" addressed to me on the 27th of January last, and at the same time acknowledge the receipt of the substitutes for them.

I am very respectfully,
Your Obdt Servt
Thomas Craven
Lt Commdg U.S. Steamer Jamestown

Com. S. C. Dobbin,
Secretary of the Navy
Washington, D. C.

"Forwarded agreeably to instructions"
C. Adams, 1st Lieut
Comdg Comr U.S. Ship
Stone Squadron

C. Adams, 1st Lieut

Navy Department
January 27th 1855

Captain
Thomas Crabb,
Appointed to Command the
U.S. Steamer on the
Coast of Africa

Sir,

You have been appointed to relieve Commodore Isaac Mayo in the Command of the United States Naval Force on the Coast of Africa.

The Sloop of War Jamestown, Commander James P. Gillis, has been designated as the Flag Ship of your Command, until so soon as she shall be with all despatch ready for sea, you will proceed in her, bearing your Broad Pendant and hoisting your Flag on board her, during your passage.

Port Praya, in the Cape de Verde Islands, is the most convenient anchorage of the Squadron where you will find Commodore Mayo, who will be instructed to transfer the Command with the Steamer Vixen and to communicate to you such information in relation thereto

as

as may be needful to you in the prosecution of your duties. It will be the endeavor of the Department to keep up a regular and constant supply of all such provisions and stores as cannot with more economy be procured in the vicinity.

The Vessels constituting the present Squadron on the Coast will be recalled with the exception of the Sloop of War "Dale", and your Command will consist of the Sloops of War "Jamestown" and "Decatur" and the Brigs "Perry" and "Dolphin". An additional Sloop of War will be ordered to rendezvous with you early in

The duty of commanding a Squadron on the Coast of Africa, is imposed on the Government of the United States not only by motives of humanity under existing treaties, to prevent as far as lies within its power the crime of our flag on the High Seas, but by Special Stipulations with the Government of Great Britain, which provide for the protection of our Commerce, and increasing the efficiency of our Navy by affording active service to the Officers and Crews of the Vessels under your Command, will require your unremitting attention.

You are charged with the protection of American Commerce in that quarter, and with the suppression of the Slave Trade, so far as the

the same may be carried on by American Citizens, or under the American flag.

The Commerce of the United States with the Western Coast of Africa is rapidly increasing and becoming every day more and more valuable. It may be necessary to protect all the rights and privileges which it properly acquires and which may be in your power to grant, all Expenditures for which you will carefully account for and render in your future returns.

The rights of our citizens engaged in lawful Commerce, are under the protection of the flag, and it is the duty of the Ships of War of the United States to maintain these rights, not in improper places or improperly asserted. In case of any improper aggression by the Officers of any Foreign Government, you will remonstrate against it, and if possible to prevent it. The Department relies with full confidence, that your judgment and discretion will be sufficient to distinguish the proper course for your Command, and best to secure these rights without violating the rights and interests of other people. It would be impossible to give you specific instructions to embrace every supposable case.

On your proceeding to the Coast your first object will be to make yourself acquainted with the great interests which are intrusted to your protection.

protection, and to this view you will communicate, as fully as your discretion may think proper, the sincere determination of our Government to cultivate the friendship of Algeria, and obtain all the information from the sources on which you can confide, to any [illegible] of operations with it, of course, to be governed in some degree by the information to be obtained. [illegible]

You are also to give notice in dispatching the Slave-brigs, the following orders for their government. [illegible]

[illegible] The United States are sincerely disposed to engage in the pacific views of the Dey; and to this end have ordered a squadron of 36 guns, to be ready early in the Spring to join that which is now with England come into the Mediterranean upon the subject to which your attention is called. The object which the Government aims at is only such as will secure to our citizens the same privileges which they enjoy in other countries, and to prevent their being enslaved. It is not intended to depart from the friendly language of the 8th article of the treaty. It is intended merely to secure you the advantage of strictly observing this stipulation and ascertaining immediately the privileged flags of your Country before they sail. Nevertheless the following suggestions may be found useful in enabling you to understand fully and precisely the views

views of your own Government upon this delicate and interesting subject.

[illegible] The Government does not acknowledge a right in any other Nation to visit and detain the Vessels of American citizens engaged in Commerce.

By the general consent of civilized Nations, Vessels which are suspected of acts which are piracy by the Law of Nations may be visited for the purpose of ascertaining their true character. But in this case, however, there must be probable cause, that is, a reasonable ground of suspicion, and the visit must be made in good faith, and conducted with, and limited to the sole purpose above mentioned. Any wrong done in the exercise of this privilege, beyond what its legitimate object requires, invites the resistance, force or violence. It is also to be observed, that the piracy of which I speak, is piracy by the Law of Nations, and not that which is made so by the Municipal laws of any particular Country. Of this latter character is the Slave trade, which is declared to be piracy by Act of Congress. The right, therefore, which by the general consent of Nations, exists in regard to vessels suspected of being engaged in piracy, does not belong to those suspected of being employed in the Slave-trade. As to them there is no right of visitation or search, so far as American

Vessels

vessels are concerned, except by our own vessels of war. But the claim of the United States, that their trading vessels shall not be visited for any purpose, except on suspicion of piracy, by the cruisers of other Nations, presupposes that the vessel is really American. To prove that fact is to be ascertained, is the only question which presents any difficulty.

The flag which the vessel wears is prima facie, although it is not conclusive proof of Nationality; it is evidence and it loses its true character, when it is worn by those who have no right to wear it. Any vessel that displays the American flag, claims to be American, and therefore may be rightfully searched, and detained by an American Cruiser, if there be any circumstances attending her to justify a suspicion that she is not what she professes to be. But this privilege does not extend to the cruisers of any other Nation; it cannot be conceded to them as a right. The United States certainly do not claim, that the mere bearing of their flag shall give immunity to those who have no right to wear it. Such a pretension would subject their flag to degradation and dishonor, because it would furnish a cover for piracy, and other crimes of similar atrocity, but they do claim that their own citizens who

rightfully

rightfully possessing it, shall have all the protection which it implies. Whenever therefore a cruiser of any other Nation shall venture to board a vessel of the United States she will do it upon her own responsibility & on all consequences. If the vessel so boarded, shall prove to be American, the act will not be justified by you, but the injured party will be left to such redress either in the tribunals of England, or by appeal to her own country, as the nature of the case may require. If the vessel prove not to be American, the United States have no cause of complaint, notwithstanding she has worn their flag.

These principles are believed to be well understood and settled. Should there be any article of the Treaty to which your attention has been directed, or as agreed to with the obvious view of preventing all difficulty or misunderstanding on the point.

The United States in stipulating to pay a pension on the Rock of Mexico, meant to give to England and all the World, an evidence of her determination and ability to protect her own flag against abuse, and thus remove all pretext for any interference with it by other Nations. England accepted this stipulation as satisfactory to herself & therefore she has no reason and must not be to invade the rights of the United States

in

ne that respect. I advert to the subject then, only to put you in possession of the views of your own Government for your guidance in opening such communications and you may find it convenient to make for Cooperation with British Cruizers. It must consider it highly desirable, that a Vessel of each Nation should, as far as possible, Cruize in company with a Vessel of the other, so that each may be in a condition to assert the rights and honour Colours of the Flag of its own Country. For this purpose all just grounds of Suspicion in Collision with to be avoided, while the Commanders Cooperation of the two Vessels will be found to insure the full accomplishment of the Common objects and the Suppression of the Slave Trade.

The Cruizing of the Slave Vessels constantly forming new Suspicions to those the Station and increase the Embarrassments of the Cruizers. Some of these Embarrassments may be stated to call your attention.

It is not to be supposed that Vessels restricted to the Slave Trade will submit any of the vessels examined for that purpose.

They will endeavour to put on the appearance of honest Traders, and to be always found as if in pursuit of lawful Commerce. It is therefore proper to provide against

inlet, make their Cargoes with the Slave-Factor, dispose their Hand-Cuffs and other things calculated to betray them, and then sail on an ostensible trading voyage to some neighbouring port. At the appointed time they return, and as the Slaves are then ready to be shipped they are taken on board without delay, and the Vessel proceeds on her voyage. Thus the Slaves do not carry within themselves any positive proof of their guilt, except before they reach the Coast and after their leave it with Slaves on board. Nevertheless there is a variety of signs and indications by which their true character may not at all times be concealed; among these are,

1st Double Sets of papers. It is well known that false papers may be easily obtained at very little cost. No Vessel engaged in lawful Commerce requires them.

2nd An unusual number of Water Casks or Casks for Liquids. A supply of provisions beyond what the ostensible voyage would require; and other preparations or arrangements not usual in the trade in which the Vessel professes to be engaged.

3d The Log Book should be particularly examined. It is understood to be a common practice among Slavers to keep two logs, one representing the true route, the other a false one.

By

By exhibiting the false log. they represent them selves as having been in positions which would not expose them to the suspicion of slave trading; this ground may be easily detected by judicious questioning.

4. The shipping bill may appear strong for simple, ordinary cases upon the subject. In consequence of the great expenses, vexations and losses of the Slave trade, the wages of sailors in general is very much higher, than are paid in any service in lawful trade; and of course it may be reasonably supposed, that a crew of inhuman wretches engaged in so infamous a service, are not entitled to any reward whatever.

5. Consular Certificates are of the forged and in lieu of the proper Consular Seals, the impression is made with a common half dollar.

These are only a few of the devices to which the Slave trader resorts. In exhibiting your credentials to them, I have only to repeat to impress upon you the necessity of the utmost vigilance and caution with which you will have to deal and of those principles of rectitude of will truth and honor, as well as of all law and humanity. Nothing but the utmost vigilance and caution will save you to detect them. I have no doubt your own observation and sagacity, will soon discover this contrivance and for detecting and defeating you,

and

and I have as little doubt that you will rapidly promulgate and effectually the requisite means of defeating all such attempts. The service on which you are about to be engaged, requires the utmost prudence and the soundest discretion.

It is to be borne in mind that while the United States sincerely desire the suppression of the Slave trade, and design to act their part in good faith, for the accomplishment of that object they do not regard the success of their efforts as their paramount interest, nor as their paramount duty. They are not prepared to sacrifice to it any of their rights or any of their principles, nor will the object in view justify the exposure of their own people to vexations and perilous imputations in the performance of their lawful pursuits. Great caution is to be observed on this point.

There is reason to believe that the flag of the United States has been often and continues to be, used to cover the traffic in slaves, and it is therefore possible that the vessel of the United States will complain, that a citizen of his own country, acting upon well grounded suspicion, visits his vessel in order to ascertain this true character. But he is nevertheless, not to be exposed to vexatious delay and molestation, nor to any harsh or uncivil treatment. On this point I am sure I need not give you instructions. While,

therefore

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therefore, the utmost vigilance is to be exerted to detect Slave traders, great care must be taken not to entangle unnecessarily the Citizens, whether of our own or other Countries, in their lawful pursuits.

The risk to health from exposure on Shore, and other disagreeable circumstances attending to cruise upon the Coast of Africa, make a more than usual and strict attention to cleanliness and health indispensable, and it will therefore be advisable to keep the Vessels as much as possible at Sea. The Journal to be kept, comprising Meteorological Registrations for the U.S. Government on the Coast of Africa, issued by the Department, dated January 23. 1850. copies of which are herewith furnished, you will cause to be strictly complied with.

The Department confidently expects that throughout your Cruise, you will remember that one of the great objects in maintaining a Naval Force on the Coast of Africa is the employment of our Officers in the active duties of their profession as indispensable to the discipline and consequent efficiency of the Navy. You will therefore omit no opportunity of affording them occupation and excitement by keeping the Ships of your Com~~mand in motion as much as possible~~

without losing sight of other objects, frequently exercising guns, cleaning Ship for action, manning the arrangements necessary in cases of Fire, and as often as the Vessels should be together, passing them through such manoeuvres and evolutions as their limited number will permit.

Another, and not a trifling, advantage resulting from keeping our Vessels thus constantly and actively employed will be the impression to be made upon the Natives along the Coast, giving evidence of our vigilance and strength and preventing that piratical Commerce in Slaves which is carried on by unprincipled

You will omit no opportunity of obliging any Commercial Officers to the utility of obtaining Soundings at the entrance of Harbors, Rivers &c. and on, or near, Shoals, to test the accuracy of, and to supply deficiencies, in Charts.

Your particular attention is invited to the professional advancement of the young Officers attached to your Command. You will be watchful over their Studies, as well as over their official and moral deportment. You will impress it upon them that much of their future usefulness, character and Standing in the Service, will depend upon the progress they make in their Studies,

duties, to which they will be expected to devote all the time that can be spared from the active duties on board Ship. You will also invite the Elder Officers to render aid to the younger ones, in learning the use of Nautical instruments and the various duties of their Stations.

I desire also that you will at your discretion direct instruction to be given to such boys, petty Officers and others of the Crew, as may seem to you likely to derive benefit from it.

The maintenance of discipline among Officers and Crew is an object beginning your immediate solicitude. The character of our Country as only known and judged of by Savage tribes and even by Semi-Civilized Nations, by the personal deportment of its Officers, who are, to a certain extent, its Representatives. The high Standard which is within their reach, and should be the aim of every one, is the best Calculated to command respect from all with whom intercourse is held. It is hoped and believed that every Officer of the Squadron under your Command will zealously co-operate with you in maintaining the strictest discipline which has conferred on the Navy those honors it now possesses, and without which they cannot be

preserved.

All Officers are enjoined by law, by Regulation and by a regard to their own honor, to observe in all respects a correct deportment towards Superiors, Inferiors and Equals. A prompt observance of this Salutary rule will render each one more happy in his own person, more zealous in the discharge of duty and more useful to the Service of which he is a member.

Nothing has tended more to lessen the attachment of the Nation to its Navy, than the frequency with which Courts Martial have occurred. It is confidently hoped that no cause for such proceedings will exist among your crews.

You will carefully refrain from the exercise of undue severity or partiality towards any under your Command as such a course inevitably tends to discontent and insubordination. The observance of strict impartiality towards all, will best promote harmony and efficiency.

You will use all proper discretion in giving to Officers and men permission to go on shore, and carefully inquire into their conduct on such occasions, especially preventing, if possible, any one, in incurring debts which he cannot promptly discharge, and using all your lawful authority to correct Judgment.

The prohibition of flogging in the Navy

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Navy, by the act of Congress approved September 28. 1850, without any substitute, may lead to the invention of punishes of an objectionable character. You will therefore direct that no unusual or cruel punishments be dealt out to offenders, and inculcate in Officers the necessity of reasonable forbearance, and suggest to them that their own example of discipline and subordination may produce a beneficial effect upon the men.

As the return of Officers from a distant Station, subjects the Department to a great inconvenience and expense, you will discontinue all applications for leave to return, as much as possible, and avoid granting such leaves, except in cases of great emergency. The Medical Officers should be particularly cautioned not to give certificates, stating the necessity of an Officers return to the United States, without a due consideration of the cause and consequence.

On entering any harbor, or meeting with any public Vessel bearing the flag of a Nation in amity with the United States, you will be careful to manifest the usual Courtesies.

You will injoin on all under your Command to abstain from violating the Commercial or municipal laws or regulations of the places they

they may visit, and to avoid, as far as possible, giving any, the least ground of Complaints.

No acting appointments are to be made by you, except to fill vacancies which may occur in the complements of Lieutenants, Masters or Junior Officers assigned to the Vessels by the Department, and such only will be filled by you as become absolutely necessary to supply the places of those whose services are lost by sickness, absence, death or other unavoidable casualty, and in receiving acting appointments, the Officers are to be distinctly informed that none such will be valid unless confirmed by the Department. Vacancies in the grade of Masters will be filled by the oldest Passed Midshipmen who are worthy of advancement.

No putting of petty Officers will be allowed except such as are provided for in the Complement table, approved July 20th 1854.

In the course of your duties on the Coast of Africa, it may be in your power to add to the Agricultural interests of your Country by procuring and sending or bringing home, when it can be done without incurring expense or neglecting other duties, fine plants and Seeds, such as are adapted to our Climate and Soil and are useful for domestic purposes. You are not, however, under any circumstances to permit live animals to be received on board any Vessel of your Squadron

for

for transportation.

It is of the utmost import-
ance that the crews of our Ships of War should
not be detained in the Service, if it can be avoid-
ed, after the terms of their enlistment have ex-
pired. It is the wish of the Department to
discharge all enlisted persons according to the
strict tenor of their Contract of Service; to
effect which you will keep the Department advised
of the expiration of the terms of Service of any
considerable portion of the crew of each Vessel of
your Squadron in order that timely relief may
be provided, but no Vessel will be permitted
to leave the Station to return to the United
States unless ordered to do so by the Department.

You will keep the Department Con-
stantly advised of your movements and proceedings,
noting and reporting every event and occurrence
falling within your observation which you may
deem important for it to know.

For the Supplies needed for your Squad-
ron you will send to the Chief of the respective
Bureau in proper time the necessary req-
-uisitions.

The Mess.rs Baring, Brothers, &c.
of London will honor the drafts of the Pur-
-ers of the Several Vessels of the Squadron to be
drawn in your favor and endorsed by you

when

when you are present and when absent they
will draw in favor of their respective Command-
ers who will indorse their bills. Should it
be found more convenient or more advantageous
to the Government, you will instruct the Pursers
respectively to draw their bills on the Department
in favor of their respective Commanders. Bills
on the Messrs. Baring should be for small a
mounts payable at Sixty days; those on the
Department will be paid at Sight. A letter
of advice should accompany each bill drawn.

Your communications to the Department
should be regularly numbered, and duplicates
must be forwarded by the earliest opportune-
-ities which may offer after the originals shall
have been transmitted.

Before Sailing you will cause to be
transmitted, as required by the 29: Article of
the act for the better government of the United
States Navy, approved April 23. 1800, a com-
-plete Muster Roll of the "Jamestown". A
Supernumerary List of the Officers should also be
transmitted.

In conclusion the Department
confidently hopes that by a constant attention
to their professional duties, by a proper respect
and Subordination to their Superiors and by a
careful observance of those courtesies, so necessary

among

among Officers, all occasion of discontents, and all personal altercation will be avoided.

With the best wishes for a prosperous cruise, for the health of all associated with you, and a happy return to Country and friends,

I am very respectfully
Your Obdt. Servt

J. C. Dobbin
Secretary of the Navy.

Extract.

Article 8. - Treaty with Great Britain.
Concluded August 9. 1842.

"The parties mutually stipulate that each shall prepare, equip, and maintain in service, on the Coast of Africa, a sufficient and adequate Squadron, or Naval force of Vessels, of suitable numbers and descriptions, to carry in all not less than Eighty guns, to enforce, separately and respectively, the laws rights and obligations of each of the two Countries, for the suppression of the Slave trade, the said Squadrons to be independent of each other, but the two Governments stipulating, nevertheless, to give such orders to the Officers commanding their respective Forces, as shall enable them most effectually to act in concert and co-operation upon mutual consultation, as exigencies may arise, for the attainment of the true object of this article; Copies of all such orders to be communicated by each Government to the other respectively."

U. S. Ship Pensacola,
Key West, May 1st 1861

Sir,

I herewith, transmit for the consideration, of the Department, the communications in relation to the necessity of having a Pilot Vessel in this ship -

I am, very respectfully,
Your Obdt Servt.
Thomas T. Craven
Capt. Commd'g Gulf Blockading Squadron

Hon. J. D. Dobbin,
Secretary of the Navy,
Washington, D. C.

Forwarded - & recommended in relation
Wm. Inman
Com. & Comm'g Navy
Pens. Squadron

U. S. S. Pawnee
Key West, May 4th 1855.

Sir:

Herewith I transmit a communication from Fleet Surgeon Clymer in relation to the bilge water in the Hold of this Ship - from which it appears he entertains apprehensions of disease amongst the Ship Company, unless a bilge pump be fitted to free the Ship of all water in the Hold, and recommends as a temporary means of deodorizing the foul air, the liberal use of Chloride of Lime.

I am very respectfully
Your obt. Servt.
A. P. B. Ellison
Commander

To
J. Crabb
Actg Midshipman
Afrcan Squadron.

U.S. Flag Ship "Jamestown,"
Key West, May 17th 1855.-

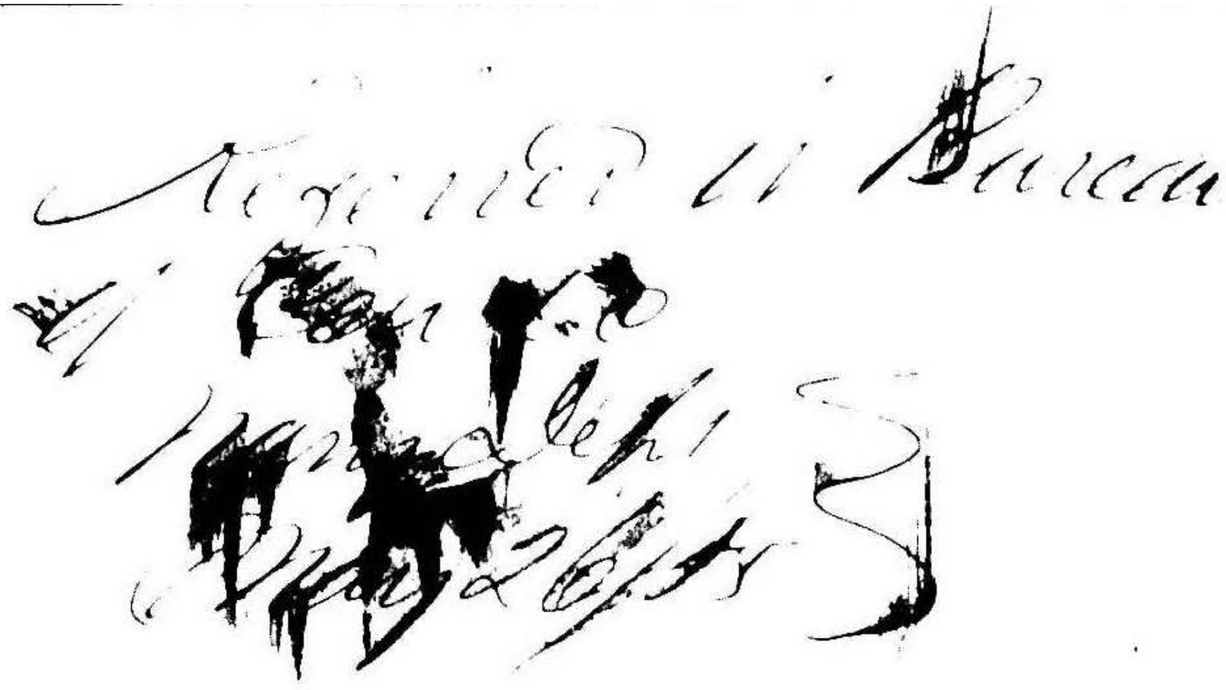
I beg leave to invite your attention to the con-
tion of this ship as respects the Bilge Water, the
or on the Berth Deck is frequently very offensive,
ticularly in the Steerages, and most of the rooms
the Wardroom, so much so as to render them at
mes scarcely habitable. This aside from its being
serious inconvenience, is likely I think to become
source of sickness on board, especially if the ship
to continue a long time in a hot climate.
It is represented to me that the Pumps do not
ck lower than six inches, leaving consequently
large quantity of bilge water constantly in the
old.- This as a permanent source of damp
nd foul air, cannot fail to be prejudicial to
ealth; and the only effectual remedy for
his evil is a Bilge Pump which shall keep
he Hold dry. Till this can be fitted however
would recommend the free use of Chloride
f Lime, of which a trial has not yet been
nade.-

Chloride of Lime is no longer
on the allowance table of the Surgeon's Depart-
ment, but is now furnished to the Carpenters

53 department. It is a valuable deodorizing an
disinfecting agent, and as such would distr
essentially contribute, if freely used to the c
and probably to the health also of the ship
pany. As a temporary means therefore and
a view to diminish the evil, which can b
timely removed only by a well fitted bilge
I would respectfully recommend that a
of chloride of lime be procured, and li
used in the Hold.

I am very respectfu
your obt. Servt
(signed) Geo. Blymer
Surgeon of the

Captain S. B. Ellison
Commanding U.S. Flag Ship
"Jamestown"



is Brigs, hung back as the Sumerton has always had is at present in her; it was Overhauled and repaired at Pisa and it is probable the Officers have allowed it to be charged aforesaid. [illegible]

May 30/11

6. May 26 - Eli

[illegible]

[illegible] transmit herewith a letter from
[illegible] Parrott [illegible]

with [illegible] [illegible] [illegible]
[illegible] his gallantry, because I have but re-
[illegible] made me a partner from [illegible]
called to mourn the death of a beloved daugh-
ter, similar causes which may affect us
all. If you can consistently with the interest
of the public service, grant his request I am
that his act may be duly appreciated
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Done
31 May 1855

C. May 31 – Hardw

U. S. Flag Ship Constitution,
Key West June 8. 1844

Sir,

In accordance with recent instructions I intend having this post to day or to morrow for my Station on the African Coast; but previous to doing so, deem it proper to remind the Department of the great necessity of having two or more Midshipmen ordered to this Ship. The enervating climates in which we are to operate, will, no doubt, render some of the Lieutenants incapable of performing all their duties, and in the event of capturing Slavers, we cannot spare Officers to navigate them to the U. States. The Masters Mates now on board are incompetent to perform such duty.

Should the Department see the impropriety of entering into my views, the Midshipmen might take passage in one of the vessels intended for the African Squadron.

I am, very respectfully,
Your Obdt. Servt.
[illegible]
Commander in Chief of the African Squadron.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington D. C.

C. Pkt 3 – Ethiopia

U. S. Ship [illegible]
Cherbourg Roads, Africa
[illegible] 1851

Sir

I have the honor to inform you that this ship was towed out to sea from the harbor of Key West on the 4th June by the U.S. Steamer Fulton and arrived here on the 5th inst making the passage in 29 days.

In deciding upon running for this island I was somewhat impressed with the belief that it might now fall within the report of the African squadron and was further induced to this course on the supposition of improving the health of the crew of the ship, previous to a cruise down the coast. But there has not been any of our national vessels here for several months the Constitution having been the last. I am therefore about at an early period and proceed to Port Praya.

I am very respectfully
Your Obdt. Servt.
Thomas Crabbe
Commanding U.S. Ship of War Preble
Coast of Africa

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D.C.

Act° Sept 1. 55

C. Aug. 3

(Copy)

[illegible]

Captain Cook's Journal during the first Voyage round the World made in H.M. Bark Endeavour

Sir,

Captain Cook's Journal is the most [illegible] that has been kept during any Voyage, and the official Public Journal that is said to have been [illegible] from it.

As Captain Cook's Journal was [illegible] at his own disposal and that of his Executors, that he refused to [illegible] Admiralty [illegible]

I am [illegible]

[illegible]

(Signed) [illegible]

[illegible]

[illegible]

C Pte 3 Ed

(Copy)

U.S.S. Ma, off Key West
October 10. 1861

Sir

Captain Craven's health is so much impaired as entirely to incapacitate him for his duties, and he is now liable for that he will be able to resume them during the winter.

It therefore respectfully recommended that he be ordered to the United States.

It is hoped that the United States will have sufficient of health restored in the course of the winter, on board this ship.

I am very respectfully,
Your Obt. Servt.
(Signed) Geo. Cummet
Commdr. of Ship Mat.

Com. Stephen Pleasonton
Commissioner, U.S. Navy Department.

U. S. Ship Jamestown
Port Santa Cruz, Teneriffe
" March 26th 1855

Sir,

I have the honor to inform you that I sailed from Funchal on the 21st and arrived here on the 23rd inst. Immediately after anchoring, I received a note, without date, from Mr J. C. Mac Gregor, consul at this place stating that he was too unwell to visit the Ship having ascertained that his sickness was such as to require immediate attention, a medical and other officers were sent to the Consulate to administer to his comfort and relief; but on their arrival he appeared in a State of Coma, and died on the morning of the 24th. His remains were interred in the English Cemetery with all the honors due his position.

The Consul's decease has placed me in a somewhat peculiar position. The American whaling brig Minerva has been surveyed and condemned here by his Excy, and is about landing her casks oil, &c, to be disposed of for the benefit of the owners and underwriters — By the circular of the Navy Department of 8th April, 1844, I perceive that consular powers are vested in myself, or the Commanding Officer of any vessel of the U. States, in relation to

marines, where there is no resident consul
but I cannot discover any power conferred
upon me to dispose of the property of
our citizens abroad. In order to meet
case above cited, and to insure as far as
practicable, a proper result I have deem
advisable to appoint Mr Charles Le Brun, a merchant of high
standing at this place, to carry out all
forms and proceedings which may be ne
sary in relation to the brig Amicable.

It is my intention to proceed
the 27th. inst. direct to St Vincent C
Porto Praya.

I am, very respectfully,
Your Obdt. Servt.
[illegible]
Commander in chief of U.S.
Forces Coast of Af

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

(No 41)

Sir

I have the honor to inform you that the ship continued on the morning of the 4th. inst. having learned at Port Louis, of Edward Jones the ship owner, that cattle could be procured at Port Louis for the ship.

The weather after a severe gale from the N.W. had shifted to the W.S.W. on the island of Mauritius & continued the whole of the Officers and people, and the Ship's on a course down the coast.

The rainy season continues on the coast until some time in October. I have postponed my visit to the Southward.

The months of August & September and October embrace the rainy and stormy season at this island. I will therefore my instructions, as soon as our provisions are received on board to proceed to Madagascar or the Comoro Islands.

Cholera has raged at the island of Réunion, about forty miles distant from this, to an alarming extent. From hundreds of the inhabitants have died of that disease, and all who can leave the island are flocking, as an asylum here. This is a great inducement to my leaving the coast as we early proceed for the Northward. The remaining

[illegible] service in my opinion, and
not suffer in the least remote manner,
the succeeding [illegible] Commander of the
Squadron a blame if that State should from
the want of Officers, it was expressed, that
the Slave trade South of the Equator had
been entirely broken up.

I am induced again to [illegible]
the increase of Officers for this Squadron
from the Rapid Modification we are
[illegible] Manned. I have never before
sailed in a national Ship so destitute
Officers of that grade. She had three
and a Midshipman on board.

I am very respectfully
Your Obed. Servt.
[illegible]
Commander in Chief of U.S. [illegible]
Coast of Africa

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

C. Sept. 10 ~ 1

(No. 57)

U. S. Ship Lancaster,
Porto Praya, Cape de Verds, Jan. 7, 1856

Sir,

I have transmitted to the Bureau of Provisions and Clothing, a Statement of such provisions, clothing &c as may be required for the squadron under my command during the present year and up to the 1st February, 1857. The circumstances relative to any such uncertain demand as to induce me not to ask for any. In reference to the Purchasers Letters and the Regulations of the Heads of Bureaus, will, no doubt enable them to comprehend the wants of the squadron in such matters.

I am, very respectfully,
Your Obdt. Servt
[illegible]
Commander in Chief of U.S. Naval Forces
on East Coast of Africa.

Hon J. C. Dobbin
Secretary of the Navy,
Washington, D.C.

C. Sept. 10 –

U. S. N. Hosp. Ship Jamestown,
Funchal Roads.
October 2nd. 1865.

Sir,

A Board of medical officers having surveyed Capt. J. C. Rich of the U. S. Marine Corps, and recommended his immediate return to the U. States, in consequence of his much impaired health, I have given him permission to do so, and directed him on his arrival there to report himself to you in writing.

I am, respectfully,
Your Obt. Servt.
[illegible]
Commander-in-chief of U. S.
Naval Forces, Coast of Africa.

Hon: J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

U. S. Flag Ship Jamestown. Funchal. Madeira
October 2nd 1855.

Sir

Captain J. C. Rich, Marine Officer of this Ship, is laboring under a chronic affection of the Liver and Bowels, and his constitution is much impaired. I am of opinion that he is in no state of health to make a cruise on the Coast of Africa, and beg to recommend that a Medical Survey be held in order to decide upon the necessity of his immediate return to the United States.

I am very respectfully,
your obdt Servt
Geo. Clymer
Surgeon of the Fleet.

To
Capt. F. Armstrong Esqr.
Commanding U. S. Flag Ship Jamestown.

U. S. Flag Ship "Sam
Funchal Roads, M
Oct 2d 1855.

Sir;

I have respectfully to request tha
Medical Survey may be ordered upon Capt
S. L. Rich, whose health is complained of
the within report of Fleet Surgeon Clymer

very respectfully
your obt. Serv
J. Francis Armst
Lieut

Cond
Thomas Crabbe
Commander in Chief
U. S. Naval Forces
Coast of Africa

U. S. Flag Ship Jamestown,
Funchal Roads,
October 2d. 1855

Sir

Upon you devolves the duty to hold a careful survey upon Captain S. L. Rich, of the U. S. Marine Corps, and report the result to me in triplicate.

I am, Respectfully
Thomas Crabbe
Commander in Chief of U. S.
Naval Forces, Coast of Africa.

Fleet Surgeon George Clymer
Surgeon J. O'Connor Barclay
Assistant Surgeon Samuel R. Stevens

73

H. M. S. Flag-Ship Samarang Simonstown

Oct. 2nd 1833.

Sir.

After the Survey required by your order
shall take, in the case of Capts. H. C. Hick
Officer of this Ship, We respectfully report
he is labouring under a Chronic Affection of
and Bowels and that his Constitution is
impaired.

We do, therefore, of Opinion that
no State of health to make a Cruise on the
of Africa, and we beg to recommend
invalids return to their United States.

We are, Very respectfully
Your obedt. Servt
Geo. Collymer. Surgeon of

Jno. C. Barclay
Surgeon

Samel. Richey Jr
Asst. Surgeon

Comre Thos. Crabbe
Commanding in chief H. B. M.
Naval Forces Coast of Africa.

Approved

Thomas Crabbe,
Commander-in-Chief of H. B. M. Naval
Coast of Afric

[illegible]

[illegible]

[illegible]

Rec'd Oct. 31st 1855.

U. S. F. Flag Ship Jamestown,
Funchal Roads,
October 4th 1855.

Sir,

In consequence of severe domestic affliction, I have permitted Commander Wm. C. Whittle to return to the U. States, and ordered Lieut. J. J. B. Malbach to command the U. S. Ship Dale.

I am, respectfully
Your obdt. Sert.

Commander in Chief of U. S. Naval Forces, Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

C. Mss. & Hdqrs.

Ans'd 6 Nov. [illegible]

U. S. Ship Hamilton,
Funchal Roads,
October 4th 1845.

Sir,

Capt. A. C. Rich, U. S. Marine Corps, having been condemned by a Medical Survey, I have directed him to return to the United States and report to you. — I have authorized the Purser of this Ship to advance to him the sum of three hundred dollars on acct. of his travelling expenses. which sum please cause to be checked, in the settlement of his account, to the credit of Purser Taylor.

I am, respectfully,
Your Obdt. Servt.

Commander in Chief U. S.
Naval Forces, Coast of Africa.

Hon. J. C. Dobbin
Secretary of the Navy,
Washington, D. C.

Sir,

I have the honor to transmit herewith, copies of two official letters to the Navy Department.

Very respectfully,
Your obt. servt.
[illegible]
Commanding in chief of the U.S.
Naval Forces Gulf of Mexico.

Hon. J. C. Calhoun,
Secretary of the Navy,
Washington D. C.

C No. 5 [illegible]

U.S. Ship Shiloh Hamilton
Rio Grande Co. South Texas

Sir,

In consequence of a letter from Lt. Washington A. Bartlett of which the enclosed is a copy, he has been detached from the Hamilton, and I have permitted him to return to the United States.

I am, very respectfully,
Your obt. Servt.
Pleasants (illegible)
Commander in chief of U.S.
Naval Forces, Coast of Texas.

C Dec. 3 - Elk

Hon. J. C. Dobbin
Secretary of the Navy
Washington, D.C.

Copy

[illegible]

Dear

[illegible]

[illegible]

[illegible]

I have, very respectfully,
Your Obt. Servt.
(signed) A. L. Sellers
Hon. Washington D. Bartlett.

It having become evident, that I am not a Lieutenant in the Navy, having been "dropped" from the rolls, I can no longer be held responsible for the duties of a Lieutenant, or entitled to powers such, nor can any one be held responsible for any act of insubordination, or disposition to disobey an order from me, as a Lieutenant; besides it appears that my future has already been fixed by the Government.

I have therefore, to request that you will at once relieve me from all responsibilities of my position, as 1st Lieut and Executive Officer of this Ship, and as my Commander in Chief, receive my application to take the first conveyance to the United States, which will be on or before the 24th. inst.

I have the honor to be Sir,
Your Obt Servt
(signed) Thos W. Bartlett
1st Lieut U S Navy
and Executive Officer

Com[dr]
Thomas Crabbe
Commander-in-Chief
African Squadron

U. S. Ship Shiloh
Rio Grande, Oct. 26. 1861

Sir,

I herewith transmit the proceedings of a Court of Survey held on board this ship belonging to the U. S. Ship Kearsarge, who have been ordered to the U. S. Ship Iroquois.

I am very respectfully
Your obdt. Servt
Thomas Craven
Commander in chief, U. S.
Naval Forces, Gulf of Mexico

Hon. G. V. Fox
Secretary of the Navy
Washington, D. C.

U. S. Flag Ship Susquehanna
Porto Grande St. Vincent. Cape de Verds
Oct. 25th 1865.

Sir

I respectfully recommend that a Medical Survey may be held on the following named persons of the crew of this Ship, who are, in my opinion, permanently incapacitated for duty; viz:

Augustus L. Wheeler - (Lr.) Secondary Syphilis
Charles F. Brown - (Ord.) Disease & use of Right Arm.
James Blair - (Sea.) Chronic Sciatica -

I am very respectfully
Your obd't Servt.
Geo. Colgrove
Surgeon of the Flag

To Armstrong Esqr
Commdg U. S. Flag Ship Susquehanna -

85

U. S. Flag Ship "Jamestown"
Porto Grande, St. Vincent
October 25th 1855

Sir;

I have, respectfully to request, that a
Medical Survey may be ordered upon the men
plained of as sick, by Fleet Surgeon Blymer, in
within report;

very respectfully
your obt Servt
W. Francis Arnold
Lieut Comdg

Comd
Thomas Crabbe
Commander in Chief
U. S. Naval Forces
Coast of Africa -

U. S. Flag Ship "Jamestown"
Porto Grande, St. Vincent
October 25th 1855

Sir,

I have the honor to transmit herewith a medical survey report, Requisitions, Indorsements, & Charts of Disease &c &c of the Officers & Seamen belonging to the U. S. Ship Jamestown, said to be sick on board, and request the same may be returned to me in due form.

I am, respectfully,
Your Obt Servt
[illegible]
Commander in Chief
U. S. Naval Forces
Coast of Africa

(2)

The

[illegible] Surgeon Geo. Blymer;
Surgeon [illegible] Peachy,
Assistant Surgeon Thomas Williams

87

Mr. Clay (Jamestown).
(Isle Grande). St. Vincents (W.I.
Oct 25. 1853.

(2 Encl.

We the Undersigned Residents and Traders under the British Flag at the Island of Isle Grande, beg leave to represent that the Island is frequently visited by Vessels under the American Flag, and that in case of the decease of any of the Masters of such Vessels, permanently in charge of their Vessels in this Port, the Consignees of the Cargoes are frequently at a loss to know to whom application should be made for the Clearance of such Vessels, and the Settlement of the Disbursements usually incurred by them during their stay in Port.

We therefore, respectfully recommend that Mr. Clay be appointed by the Government to act in the above capacity, and that he be furnished by the earliest Opportunity, with the necessary Authority to that effect.

We are, Very respectfully
Your Obt. Servts.

Geo. Clymer, Surgeon of the
Jno. A. C. Barclay.
Surgeon R. M. S. Dan
Samuel Richd. Jones
Asst. Surgeon

Commd. &c. (Thos. Wake
(Commander in Chief of H.M. Naval Forces.
East Coast Africa

C Jan. 17. Com

U. S. Ship Shamokin
Port Royal Harbor Jan 9th 1863.

Sir,

I herewith transmit the proceedings of a Naval General Court Martial, convened on board the U. S. Ship Vale, for the trial of William Baker, a seaman belonging to the U. S. Ship Shamokin.

The Court having sentenced the accused to five years confinement in the penitentiary of the District of Columbia, and the Sentence having been approved and confirmed by me, I have transferred the prisoner to the Vale, in view of his return to the U. States.

A descriptive list of the prisoner accompanies this letter.

Yours, very respectfully,
Your obdt. Servt.
[illegible]
Commanding in chief U. S. naval forces, East Coast of Africa.

Hon. G. V. Fox,
Secretary of the Navy,
Washington, D. C.

scriptive list of Wm Bulger, a seaman in the Navy of the United States, serving on board the S. S. "Jamestown," who was tried by General Court Martial, Porto Grande, St Vincents Oct 29th 1855.

No. of entry	Name	Rate	years shipped for	Where born	Age	Hair	Eyes	Height ft	Height in	Complexion	Marks & Scars	Trade or Occupation
11	Wm Bulger	Sea	3	Boston Mass	27	Brown	Blue	5	5	Sight	on the right arm A crucifix, and the words; "William Bulger, Boston, born Oct 29th 1827, printed in India ink.	Seaman

Wm Bulger was transferred from the Receiving ship Pennsylvania to this ship on March 1st 1855. At Norfolk. Wm Cope, Gunner of this ship states that he was with a draft in charge of Lieut. Dall Fairwright on board the steam Propellor City of Richmond, in the year 1854, and that on board that vessel, on the passage from Philadelphia to Norfolk, Wm Bulger stabbed one of the draft, who died at the Naval Hospital at Norfolk. She believes that Bulger was tried by the civil authorities. This note may serve to identify him at Norfolk.

W. Francis Armstrong
Lieut. Com'd

C Pa 6-Wa

Quadruplicate

90

U. S. Flag Ship "Jamestown,"
Porto Praya, Nov. 2d. 1855.

Gentlemen,

You are hereby constituted a Board of Survey to examine, and report upon the condition of the provisions and other perishable property belonging to the U. States, now in the Naval Store at this place, and their fitness for issue. You will also suggest the best means of disposing of anything you may discover unfit for the use of the African Squadron. Should any of the barrels of beef, pork, &c. require additional pickle, you will direct it to be made and see it added thereto.

I am, respectfully,
your obt. Servt.
(signed) Thomas Crabbe,
Commander-in-Chief of U.S.
Naval Forces, Coast of Africa.

Lt. Comds. G. E. Armstrong
Purser. J. Marston Taylor
Purser. John Van B. Bleecker
Lieut. Edward A. Barnett
Mst. Surgeon, Saml. R. Swann.

8

Portō Prayas, Cape de Ver… near a marsh, as to be almost continually damp… and mouldy. It is also too small for the proper …ivage of the Government property -

Porto Praya. Cape de Ver…
Nov. 7th " 1855.

Sir,

In accordance with your order dated Nov 2d… have carefully examined the provisions and other… able property in the Storehouse at this place, and… fully submit the subjoined report. All the arti… now in Store are in good condition and fit for … except the following -

Articles.	Quantity. Kegs.	Quantity. Lbs	Date.	Contractor	Inspector	Cause.
Butter	24	1.365	1854	G. Davis	Hitchcock	Rancid from climate
"	10	865	1853	" "	" "	heat of Store house
Pickles	14	1.260	1855	Graham	" "	Decayed from infer…
	Barrels					vinegar
Beef	2	400	1852	Cary	Wingate	
"	1	200	1852	N. Jackson	"	
"	5	1.000	1852	No mark	"	Destroyed from loss of…
"	3	600	1854	Cary	Hitchcock	
Pork	1	200	1854	Wilson	Ellison	
Dried Apples	6	1.527	1854	Millet & Brad…	Hitchcock	Sour & mouldy
				bury & Sang		
" "	8	2.500	1854	"	"	" "
" "	1	312	1854	R. Millen	"	" "
" "	1	287	1854	No mark	"	" "
Flour	2	388	1854	Wilson	"	Mouldy and Sour
Bread	1	102	1852	No mark	Dulany	Worm eaten,
"	1	115	1854	Brown	Hitchcock	" "
"	2	245	1855	No mark	Hitchcock	Destroyed by leakage of…

All of which we recommend to be disposed of a… public sale, at Portō Praya, for the benefit of th… ernment. We would respectfully represent that… Store house, is unfit for the purpose for which it… used, the roof being in a leaky condition, the… without a floor, very imperfectly ventilated an…

Thomas Crabbe
Commander in Chief
U. S. Naval Forces
Coast of Africa.

We are, Sir, very respectfully,
your obt. Servts
Wm. Francis Armstrong, Asst Surg. U.S.N.
[illegible] Surgeon
[illegible] Surgeon
Payson McPherson Asst. Surg.
Samel R. Brown Asst. Surgeon

Approved.
Thomas Crabbe
Commander-in-chief of U. S. Naval
Forces Coast of Africa

U. S. Store Ship Supply,
Porto Praya, Nov. 10. 1855

Sir

We were directed to report to you
the state of this ship.

On an interview with His Excellency Governor General of the Cape de Verd Islands, it was informed by him, that so soon as our public stores were removed to another building, we would have the floor of the Store house laid & more ventilation than at present, make it solid, cover the surface with tyle or stone, and put in the building several windows for ventilation — He also stated, that he would erect another house for the purpose of containing clothing, &c. Should this be done according to promise, the Store for the squadron would then no doubt, be

be kept in much better preservation.

I am, very respectfully,
Your Obt. Serv.
D. [illegible] Crawford
Commander-in-Chief of U. S.
Naval Forces, Coast of Afr.

Hon: J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

Copy 17 Enclosure.

be kept in much better preservation.

I am, very Respectfully,
Your Obt. Serv.

Commander-in-Chief of U. S.
Naval Forces, Coast of Africa

Hon: J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

Copy 17 Aug.

U. S. Flagship Savannah
Porto Praya, [illegible]

Sir

For the reasons assigned in the letter herewith transmitted I have transferred Edward A. Barnes the flag lieutenant of this ship, to the U. S. Ship Cale, to fill a vacancy on board that vessel.

In forwarding this cause, I cannot avoid stating to the Department, that it is [illegible] with Lt. Barnes with ordinary degree of reluctance; because I have unfeignedly found him faithful and correct in the performance of his duty, and one who has won, fully, confidence of all his associates to the interests of the Service.

I am, very respectfully,
Your obdt. Servt.
Thomas Craven
Commander-in-chief of U. S. Naval Forces, Coast of Africa.

Hon: J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

(Copy.)

U.S. Ship "Jamestown"
Port Praia, October 11th 1850.

Sir,

I beg leave to represent to you that Lieut. Edwd. V. Barnet U.S. Navy, Lieut. on board this ship, is laboring under a chronic affection of the bowels, contracted, as he informs me, whilst in the line of his duty in the East Indies. I am of opinion that his disease would be likely to be seriously aggravated by a cruise on the Coast of Africa; and that he requires, in order to afford him a reasonable prospect of entire recovery, the benefits of a regular course of treatment at home.

I have therefore, respectfully to recommend that he may be furnished to return to the United States by the early opportunity.

I am, very respectfully,
Your Obt. Servt.
(signed) Geo. Clymer
Surgeon of the Fleet

Comdg. Wm. C. Nicholl
Commanding U.S. Squadron
Coast of Africa.

1816

[illegible]

Sir

I have the honor to inform you that this day I received from Commodore Chauncey the Orders of which the enclosed is a Copy — I have also received from Lieut. Commandant Elliott the Orders of which the enclosed is a Copy — I shall proceed with the Squadron under my Command to the Head of the Lake, and anchor there on the 30th Instant. — The U.S. Brig Lawrence, Sloop Hunter and Schooner Ohio will be under my Command — Lieut. Commandant Elliott will command the Niagara and Schooner Somers —

I have also received from Commodore Chauncey Signals for the Squadron under my Command — Master A.M. Broadwood, of the Lake has been appointed an Acting Lieutenant and Passed Midshipman C.H. Williams of the same Rank

I have found it necessary to make several changes and promotions in the Ships of the Squadron since I left Sackets Harbor — Master Commandant Elliott will inform you of the Names of the Officers appointed to the Command of the Vessels under his Command — I have appointed Lieut. Turner of the Marines to the Command of the Detachment of Marines on board the Lawrence — Lieut. Brooks to the Command of the Detachment on board the Niagara — Lieut. Edwards to the Command of the Detachment on board the Hunter — Lieut. Conner to the Command of the Detachment on board the Ohio — Lieut. Brooks will act as Adjutant to the Detachment of Marines —

I have appointed Mr. Thomas Holdup Purser of the Lawrence — Mr. Thomas Breese Purser of the Niagara — Mr. Thomas Brittain Purser of the Hunter — Mr. Thomas Wilson Purser of the Ohio — Mr. Thomas Holdup will act as Purser of the Squadron —

I have appointed Mr. Thomas Breese Sailing Master of the Lawrence — Mr. Daniel Turner Sailing Master of the Niagara — Mr. Thomas Brittain Sailing Master of the Hunter — Mr. Thomas Wilson Sailing Master of the Ohio

[illegible] Sailing Master [illegible] Coast Survey, Master [illegible] Lieutenant on board the same ship. Passed Midshipman [illegible] Sailing Master [illegible] Lieutenant on board the [illegible] Steam Vessel [illegible] Lieutenant [illegible] Commander [illegible] Lieutenant [illegible] Commander in chief of U.S. Naval Forces East of Cape Horn

Mem. for C. O. Tobin,
Secretary of the Navy,
Washington, D. C.

C. No. 22. [illegible]

U.S. Ship Plymouth
Port Praia Nov. 10th 1859.

Sir

In obedience to a circular of the Navy Department, dated May 6th, 1859, I have the honor to transmit herewith copies of my instructions issued to the Commanders of vessels attached to the Squadron on the west coast of Africa.

I am, respectfully,
Your Obdt. Servt.

[illegible]
Commander in Chief U.S.
Naval Forces, Coast of Africa.

Hon. J. C. Dobbin
Secretary of the Navy,
Washington, D. C.

C Jan. 18 - Eth

(60)

U.S. Ship "Vincennes"
Penobscot River
Castine Jan 1838

Sir,

On or about the 1st of the present month, I am ordered with the Ships under my command to Santa Cruz, Tenerife and such other ports as circumstances may render necessary in the protection of American interests. That duty being executed, you will sail for Porto Grande, C.V. Islands. Should you not fall in with the U.S. Ship Vincennes at the latter place, proceed to Rio Janeiro and endeavour to arrive there by the 1st of November next.

I have the honor to be
Sir
Your obt. Servt.
Thos. ap Catesby Jones
Commander in Chief of the
East India Squadron

To Comdr. P. F. Voorhees
U.S. Ship Erie

Copy

Ch. St. Thos. Jany. 1st. 1853.

Sir,

I am sorry to inform You of what
would, I am convinced, prove a most
serious loss to the Mining Interest, should it
Monrovia and Cape Palmas, and from
thence to Benguela.

After touching at Cape Palmas,
I am sorry to observe the coast, at
anchorage for principal points, is more
shallow, much as it has been, Gallinas,
Malemba, Sherbro and St. Paul de Loando
and some of the intermediate places,
having according to the best information
I can obtain and circumstances
as that may present themselves,
having come in so near to as not the
instructions of the Mess. Brothers
of the Ship, furnished for your guidance.

I have now to the conclusion of
these my judgment in general matters
but, as an object of the first
consideration must call your attention
to the observance of every means and
method to preserve and ensure the
health of your crew. The Sanitary
Regulations which accompany these

instructions must, therefore be strictly authorized.

One must be observed in procuring good wholesome water, and in such abundance as to ensure at all times, if possible, a full allowance to the crew, and also to furnish those with provisions and vegetables ordered for the squadron.

You will cultivate and maintain the most friendly relations with all nations you touch with whom you may have intercourse.

A record is to be kept of all deserters branded or scarred and whether the man and mouth, date of desertion, name of master, owners and consignees names, where born, where bound, cargo and number of days out, and a monthly report made to me, if practicable.

Before sailing you will direct a medical survey to be held upon each of the sick of the squadron under your command, as the medical officers may consider incompetent to perform their duties on the Coast of Africa, and, if condemned, transfer them to the U.S. Ship Yale.

In the event of H. Commanding

H.B.M. Steamer may appear off the Settlement you will go to the Bay in the Ship, & may direct him to proceed to the Gallinas to the Senior Lieutenant on duty, or board that Ship.

Should you touch at the Cape Mount and the Headmen, ask to be informed of Mr. Ashmun, & treat the Queen as dignity, from the regards of that tribe.

Wood and water can be procured at Monrovia, Sinoe, Settra Kroo and Grando.

You will keep the commander in Chief advised of your movements and proceedings from time to time, by duplicate copies of letters and forward them by the Steamer sailing within one month from the date of your departure, as may be important, to him to know.

After so far completing your instructions as to have on board a sufficiency for the return passage, you will call at Cape Palmas, and endeavour to arrive by the 1st April 1846 there to receive a supply of provisions and await the further orders of the Commander in chief, should

Sam. Ingraham,
Lieut. Com'dg.

Thomas Tingey
Commander in Chief, &c.
Navy Yard, Boston, Mass.

To
The Commander of the
U.S. Ship Essex, Salem.
Sent by the Steamer Mackie
to the Navy Yard Boston.

(Copy)

U.S. Ship Essex Salem
Navy Yard Boston 10th Nov. 1798

Sir,

On your arrival at this place you will receive your Commission, which you are to keep and conduct yourself agreeable thereto, and the Captain for the Port, or any other Officer of the Government have a right to call the first either for the U. States or the Country, and no Ship have arrived but six Members or Chamber with Stores for the Squadron, you are, for the first case of Recruiting the Number of your Officers and People proceed to Santa Cruz, Teneriffe, or Palmas, Grand Canary taking care to return to this Port by the 1st of April 1799.

In case any emergency should arise requiring your Interposition beyond the above limits, and the Senior Officer should not be present, you will promptly afford all the assistance and protection within your control, keeping in view the Instructions of the Secretary of the Navy herewith, transmitted.

I have the honor to transmit herewith Instructions for Hamilton Registering and Clearing for the government of the Possessions ceded by the late Treaty of Peace.

I am respectfully,
Your Obdt. Servt.

Comdr. Comdg.

Commander in Chief of U.S. Naval Forces, Coast of Africa.

Lt. Comdg. Edward A. Thornton,
U.S. Brig Dolphin.

(Copy)

H.M. Ship Samarang
Port Royal, Nov. 30th 1846

Sir,

The Samarang will, in a short time, proceed on a cruize down the coast.

The Gun vessels attached to this station are under your command, and it is your duty to visit them frequently, to see that they are properly victualled and supplied with every thing necessary for their efficiency. You will also receive from the Admiralty Agent, Victualling Department, Kingston, the Pay and Victualling Accounts of the Vessels, which you will examine and forward to me for my inspection.

You will receive from the Agent Victualling Department, Kingston, the Pay and Victualling Accounts of the Vessels, which you will examine and forward to me for my inspection.

Should the Gun vessels require any repairs, it is your duty to report the same to me, that I may give the necessary orders for the same to be done

of the U.S. Consul at Shanghai Monkeys
for foreign duties.

Should he wish to travel in
the interior for duties of the com-
mander of the ship of the arriving
vessel from the U. States and attach-
ed to my command. Should you
have the fact, inform to his depar-
ture you will give them the same
direction as above.

In any emergency should arise
requiring your interposition in re-
gard to American interests you will
be prompt in giving your assistance
and protection, keeping in view the
instructions from the Hon. Secretary
of the Navy placed in the hands of
your predecessor.

On the event of the Department
wishing to name the port you are to
enter on your arrival in the United
States you will proceed to either of
the Ports of Philadelphia or New York.

I am, respectfully,
Your Obed. Servt.
Thomas Crabbe
Commanding in chief of U.S.
Naval Forces Coast of Africa.

Lt. Comdg. J. G. B. Maibach,
U.S. Ship Yale.

Station from Porto Praya on the first
of April for the U. States. — His com-
mand of the African Squadron must
soon expire on that day, and the Com-
modore should arrive at the next Port
of the Islands to meet orders, and has
been constantly kept there since the 22d.
February last, we also the orders which
I take, were in my opinion evidence
that it was soon that time the Com-
mander of the African Squadron might
expect to be relieved. It was out of my power
to return my station. Had it been
permitted to sail for the coast of Africa,
I could have left the harbor of Norfolk
on the first of April, and in less than
a month from arrived at Porto Praya —

I have been informed by the
Navy Register that I have no right to
the command from, unless my order is
given to more than one squadron
Squadron. Some sailing instructions
have named the squads of my squadron,
the Jamestown and Ship Penn being a
part of it — of the time of Commodore
Wadsworth to them all the vessels named by
him, with the single exception of the
Erie, were in the U. States, and the com-
manding officer, the order was in Com-
mission. To the Commander of the James-

town I have no recollection giving many
orders before and after the 1st of April and
to the Commanders of the Ship Warrington
the letter which relieves, containing
heads from me instructions —

U.S. Ship ship Jamestown,
Constant Porto Praya,
March 31st 1825.

"Sir, — As commander of the Penn
is squad designated by the Department
as one of the African Squadron, I con-
sider it proper, in the absence of other
instructions from the Department, I
that you should receive all the legal
now been to give you in your position
and duties that I can suggest. I there-
for transmit the following."

Whilst at Havana, I was going no
thing senior to my own on the Station,
another order was issued to the Comman-
der of the Princeton, viz:

"U.S. Ship ship Jamestown,
Havana, April 15th 1825.

"Sir, — The Commander of this ship
will furnish a reasonable quantity of
provisions to the steamer Princeton,
under your command, and you will
continue to be governed by your orders
from the Navy Department."

These, I think, are sufficient evi-
dences of orders having been given to

other respects I am of Commodore and in any instance, I owe to the feet of Spain.

Spain, on taking a view of the relative positions of the Captain in command of a Squadron, and the Post Surgeon and Captain of Marines of the ship ship, I have been moderate to recommend the promotions in granting to the Post Surgeon his pay as such, from the time he leaves his command, and from the acceptance of his orders, and also the double rations allowed to the Captain of Marines, with the best to them shown in regard to the pay of the Commander of the Squadron. Finally, should the Captain not be considered in command of the Squadron, when in the port of a Foreign and when in the ground to evade the allowance of double rations to the Marine Officer?

Obtaining the pay of a Captain in command of a Squadron from the 6th April last, the day on which the Commodore relieved from Hampton Roads. The position has been a beautiful one. The fact attending it are stated before you for your decision. A favorable view of the case will place in my hands about $120. The excess of course will take from me that sum.

All communications from the Department directed to Pole Islands and all Vessels bound to Pole Islands, will receive the commanders of the Squadron in due time. In other directions by mail, will be as soon.

I am with much respect,
Your obt. Servt.
Thomas Crabbe
Commander in chief of U. S.
Naval Forces, Coast of Spain.

Com. J. L. Lesser
Secretary of the Navy.
Washington, D. C.

Rec'd January 25/56

Letter
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U. S. Ship Jamestown,
Mission Bay Jan 20th 1856.

Sir,

The American brig Leonard, Cook, master and owned by C. L. Kimball of Salem, anchored in this bay on the 23d inst. in want of a crew several of her men have died and others have been sent home sick. The Master has made application to me for seamen to assist in navigating her to the U. States, and I have accordingly sent on board the following named men, with their accounts, viz. William Featherston, seaman, Henry Harding, do. William Bobb, do. and Edward Seaman, do.

The Master of the brig has been instructed to deliver these men to the Commanding Naval Officer at Boston on his arrival at Salem.

I am very respectfully
your obt. Servt.
Thomas Crabbe
Commander in Chief U.S.
Pacific Ocean Coast & Asiatic

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D.C.

C Jan. 25 Ell

No 11

U. S. Ship Wabash Hampton Roads
Virginia Captain Barron
Commdr Forrest

Sir

On our arrival off Charleston we found the Department should have been informed of our intention to visit that city for the purpose of procuring the exchange of prisoners and the necessary communications which had taken place between the authorities and ourselves. The President came on board the Wabash and was received with all the honors due his rank. On his return from Charleston it was ascertained that the difficulties were greater in the way than to induce him to perform a mere act of humanity for immediate transportation to the scene of action. The rebellion had already taken place & several of the antagonistic parties made several hostile attacks on both sides.

Our government is no doubt aware

that treaties of amity, commerce and navigation exist between Great Britain France Russia Belgium Brazil, the Germanic Diet, the Republics of Lubec Hamburg and Bremen and the Netherlands of Liberia. The treaties of England and France are said to grant to the subjects of those countries equal rights in trade with the citizens of the Republic, a grant which has caused great dissatisfaction amongst the people. Should that be the case it is obligating the country to give them advantages. England however appears to be well established in the affections of Liberia and will not hastily yield to any arbitration having a tendency to take from her the trade which she at present enjoys. In view of these benefits the idea is entertained and advanced by enlightening people, that the citizens or subjects of those nations not in treaty with Liberia, should be entirely restricted in trade to profit greatly thereby. Such a measure to be carried into effect, the citizens of our country would be wholly cut off from direct trade with the natives in Liberia. A Consul or Commercial Agent should in my opinion be established at Monrovia. American interests require it at an early period.

We sailed from Monrovia on the

12 and touched at Cape Palmas on the 15 January having enjoyed favorable winds and pleasant weather.

"Maryland in Liberia" the Parent of the colonization disposition and benevolence which assisted the people to establish, who have for years assisted & Christianized & civilized numerous barbarous tribes, who have not yet been acknowledged as an independent state by any other government.

At Cape Palmas dissensions and opposing ideas between the people & the citizens and being desirous of compelling the governor to resign immediately, and the Governor used his authority in acting upon the mode of vacating the chair of State provided out by the Constitution. The Governor having been too much to attend to the duties of his office, retained the reins of government in the hands of the Lieutenant governor, who immediately and unexpectedly called the Legislature together by bills instead of proclamation as the constitution provided. The governor then in haste convened his duties - denied the legality of the representatives, and caused the doors of the building in which that body had

the ships must be obtained. A Spirit of confidence, harmony, & concord in another direction, for the purpose of which a Court Martial assembled on board H.M.S. Centaur on the 7th Inst. for the trial of the Seamen and Boys of the Squadron under the command of Capt. Sir W. Peel K.C.B. and the Court is composed of Officers of the Squadron, & the Prisoners are Seamen of the Squadron, & the proceedings of the Court will be forwarded to England by the first opportunity.

Having been fully apprized that the presence of our Ship had had a beneficial influence on the people, and that our remaining there was no longer necessary, we weighed anchor and proceeded to Sea.

We arrived here on the 11th inst. and intend sailing to-morrow for Mocha, Hodeida and Loheia, and from thence to Aden homeward.

I am, very respectfully,
Your obt. Servt.
[signature]
Commander in Chief of H.M. Naval Forces East Coast of Africa.

Hon. T. B. Robbins, Esqr.
Secretary of the Navy.

U. S. Flag Ship Jamestown
At Sea, Dec. 14th 1855.

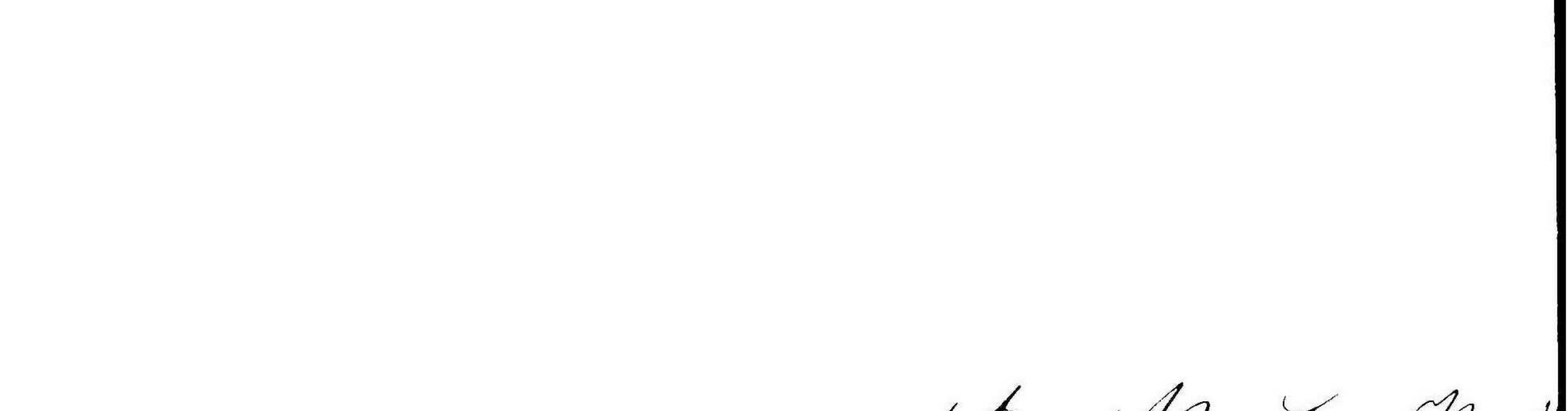
Sir:

Herewith, I have the honor to transmit the proceedings of a Summary Court Martial convened on board this ship on the 20th Nov, and also one convened, the 27th Nov. last.

very respectfully
your obt. Servt.
W. Francis Armstrong
Lieut. Com.g

Hon.
S. B. Dobbin
Sec. of the Navy.

[signature]
Commanding U. S. Naval Forces
East Coast Africa



(No. 61)

U. S. Ship Ship Jamestown,
Port Royal Nov. 10. 1865

Sir,

I have the honor to inform you that this ship sailed from Charleston on the 4th and from Edisto Inlet on the 7th - anchored at Port Royal on the 9th and arrived here on the 30th October. The U. S. Ship Sara is also now lying, bombarded at Santa Cruz Flores and at Port Royal.

When the Port was attacked during the engagement at Charleston, the Pilots, having received Counter Orders to go to Georgetown and were on the American Brig Fabius, stranded at Sea on the 30th September last in a sinking condition. The crew were rescued on the day that left the brig and received on board the Sara when they were unable to communicate to the Charleston.

I have found necessary to make several changes and promotions in the Ships of the squadron now present. Master J. W. Bradford of the Sara has been appointed an Acting Lieutenant and Passed Midshipman C. P. Williams of the same ship is now Acting Master - posted on board the Jamestown - Acting Master John C. Carl now commanding -

had on board Nothing Irrelevant on board the above ship — Passed Midshipman S. H. Newcomb is doing duty as officer of the Guard. By the orders of the Retiring Board it is probable that all these officers will receive their commissions as lieutenants. You will therefore perceive that in Seniority they will remain as Masters in the Navy Department.

The ship Cyclops is still cruising on the coast. Wind and weather as for as to the west to Alexandria, Cape Fabius and other places North and South of the equator.

I am, very Respectfully,
Your Obdt. Servt.
Thomas Crosby
Commander in Chief pro tem.
Naval forces, Coast of Africa

Hon. J. C. Dobbin
Secretary of the Navy
Washington, D. C.

(Copy)

No. 7.) U.S. Ship Shenandoah,
Mission Bay, Nov. 30th 1865.

Sir

On Thursday last, the 23rd inst., Capt. Wasden and crew of U.S. Bark Lizzie A. Wasden, surrendered to the Commander of the 25th inst. in case the vessel should not have died and others have been sent home sick. The Master has made application to me for the vessel to be sold in navigating her to the U. States, and I have accordingly sent on board the following named men; viz:- William Featherstone, Seaman, Henry Lee, Ord. Seaman, C. H. Middleton, Landsman, A.B. and Edward Seymour, O.S.

The Master of the ship has been instructed to deliver these men to the Commanding Naval Officer at Boston, on their arrival at Salem.

I am very respectfully
Your Obdt. Servt.

Commander and Senior Officer U.S.
Naval Forces Coast of Peru.

Hon. J. C. Dahlgren
Secretary of the Navy
Washington, D.C.

No. 5. H.M. Ship Thetis Downstairs
at Whydah off the Slave Coast
December 20th 1845.

Sir,

I have the honor to transmit to the Department, Lord Stanley's instructions to inform you of my intention to sail at an early day for Monrovia. On the 17th instant I left the harbor of Cape Coast and the same day communicated with the H.M. Brig Pelican on her return from a cruise and communicated to Commander Hay the object of my visit to Cape Coast.

On our arrival off Monrovia and previous to anchoring, the English Man of War Virago came out with President Roberts on board, bound to Sierra Leone for the purpose of adjusting some disputes and matters of communication which had taken place between the Colonists and natives. The President came on board the Thetis and was received with all the honors due his rank. On his return home Sir, we ascertained that the difficulties then were of such a nature as to induce him to prepare a suitable force for immediate transportation to the scene of action. Hostilities had already taken place between the antagonistic parties and several lives had been lost on both sides.

Hon. J. C. Calhoun,
Secretary of War
Washington, D. C.

Sir

I am under the necessity of addressing you on a subject which I had hoped would not have occurred. After the adjournment of the Legislature of this State, I deemed it proper to convene the Legislature of Tennessee, in order that the people of this State might be represented in the event of anything occurring of a serious nature. During last July I was informed that the Seminole Indians had had a conference with the people, and that our remaining there was no longer necessary, we accordingly ordered and proceeded to Pensacola.

We arrived here on the 11th inst. and ordered Sterling to proceed to Key West, Tortugas and Rebecca Shoals and from thence to Pensacola.

I am very respectfully

(1806.) Mr. Gallatin, Secretary
of the Treasury
Washington, City

Sir.

I have the honor to address you on the subject of the Settlement, now going on at the Falls of the Ohio, conformably to the instruction of the 16th December last, having in view at the same time, the establishment of intermediate stations between the Falls and Natchez, and the progress of the surveys on the coast of the Gulf of Mexico. After having visited Natchez, I directed my course to Point Coupee, which is reached on the 4th day, and having there on the 5th came to another at this station on the 6th inst.

After a thorough examination of the land which we were enabled to make by keeping it in sight from the mouth of Red River to Natchez, a distance of nearly one thousand miles, and more particularly of the Parish of Point Coupee, I have formed the decided opinion of the non-existence, at the present time,

of their organized traffic in slaves with in the limits of this station should individual cases as these may be, should there be any, must be overlooked.

We have heard of but one slaver being on the coast, we were informed of her by the officers of a British vessel of war, who told that she was an American vessel. Having heard her story and, after a thorough and careful examination were fully satisfied that she was engaged in legitimate trade and in fact was nearly filled with homeward freight.

Evidence of English depredations have not been met with unanimously in representing the slave trade to be in a great measure broken up both North and South of the Equator, thus confirming the result of our own observation.

The Master of the American schooner Liguid boarded at this port, reports having seen the Steamer Vesuvius, bearing the broad pennant of Commodore Hornsby, at the Island of Fernando Po, date not mentioned, having lost two boats in a gale off from the American coast.

Enclosed herewith a list of vessels

visited, boarded and detained since our last Quarterly Report with name of Captain and Vessel.

I have the honor to remain
your Most Obt. Servt.
Thos. Todd Hunt.
Thomas Crabbe
Commander in Chief U.S.N.
Naval Forces, Coast of Africa.

Hon. J. C. Dobbin
Secretary of the Navy
Washington D.C.

6 April 15 - Et

List of Vessels boarded and Spoken, from Nov^r 1^st 1855, to Jan^y 18^th 1856, by bearing the Broad pennant of Commodore Thom

Where	When	Nation	Rate	Name	Master	Port of Register	Tonnage	Where from
...ge Cape de Verdes,	Nov^r 2^d	American	Baigantine	Bonita	Shackford	New York		New York
a Off. " " "	" 12^th "	"	"	Dolphin	Com^r Thompson			Monrovia
ra Liberia	" 27^th "	"	Steam Brig	Heyward	Cook	Salem, Mass	111	Bassa
"	" 29^th "	H. B. Ms.	Steam, screw	Teaser.	Grubbe			Sierra
"	Dec^r 7^th	English	Ship	Garland	Birkett	Liverpool	990	Liverpool
a Gold Coast	" 11^th	American	3 masted sch^r	Alex^r Mitchell	Luscomb	New York	172	Brisco Islands
" "	" 12^th "	"	Barque	Manchester	Baker	Salem, Mass	290	Salem
qua " "	" 13^th	H. B. Ms.	Steamer	Scourge	Com^d Adams.			
" "	" 14^th	English	Barque	Moselle	Babington	Bristol	364	Bristol
" "	" "	Hamburg	Brigantine	Minna Muller	Muller	Hamburg	180	Hamburgh
" "	" "	French	Barque	Seconce	Serond	Marseilles	184	Havre
" "	" "	English	Mail Steamer	Ethiope				Fernando Po.
race " "	" "	American	Barque	S. S Wasby		Salem, Mass.		Salem
a. Bight of Benin	" 17^th	H. B. Ms.	Brig-	Philomel	Com Skene			
y. " " "	" 18^th	Sardinian	Polacre	Meritо				Genoa
" " "	" "	Dutch	Schooner	Gov^r Vanderel	Thulion			Holland
" " "	" "	"	Brig	Afrikaan	Brent-			"
" " "	" "	"	"	Gov^r Schomerus.				"
" " "	" "	Portugese	Barque	Asumpcao -				Lagos.
" " "	" "	English	"	Gambia	Joce			Bristol
" " "	" "	Spanish	Schooner	Mariana				Havana
h " " "	" 19^th	American	Barque	Lucerne	Upton	New York	200	New York.
" " "	" "	Sardinian	Herm. Brig	Bride	Gnacom			Accra
" " "	" "	Hamburg	Brig	Fanny	Klentworth			Hamburg
" " "	" "	H. B. Ms.	Steam, screw	Haecate	Com Gordon			
Island, Bight of Biafra	Jan^y 2^d	American	Barque	Oceola	Samson	New Bedford	180	Cape Good Hope
a Lat 7°.14' Long. 11°.7'	" 14^th	"	"	Iowa		Fairhaven		Fairhaven
" " " "	" "	"	"	New York		New Bedford		New Bedford
do.	" 17^th	French	Steamer	à vile batinal-	Com Lecleur			
	" "	American	Schooner	Oxford	Johnson	New London	98	St Thomas
	" "	"	Brig	Charlotte	McCormick	New York	232	Congo
	" 18^th	H. B. Ms.	Steamer	Antelope	Com Young			Fernando Po

U. S. Flag Ship Jamestown, Lieut-Com.ᵈᵉ Jas. E. Armstrong, and,
Las Brabbe.

Days out	Whose bound	Cargo	Owners	Remarks.
115	Rio Janeiro	Lumber, flour &c.	Freeman & Co	Sailed Nov.
14	Cruising	6 guns.		African Squadron
3	Salem, Mass	Palm oil in bulk &c	E. D. Kimball	To sail Dec 1st have a crew from this ship
1	Cruising	3 guns.		African Squadron.
57	Bonny	General.	Hallon & Cookson	
13	St. Thomas & home	Dye woods	Machado	
44	Bight of Benin	Assorted	E. D. Kimball	
	Cruising	6 guns.		Flag ship, African Squadron
101	Coast of Africa	General	R & W King	
180	Hamburg	Palm oil	S. Mullen	
75	Leeward Coast-	General	Regis	
	Portsmouth	Palm oil; Passengers.		
	Trading on Coast-			
	Cruising	8 guns.		African Squadron.
271	Trading on Coast-			Master, dead, In charge of Pilot-
120	" " "	Palm oil		
105	" " "	"		
165	" " "	"		
10	" " "	" &c.		
111	" " "	"		
150	" " "	Rum		
135	" " "	" & dry goods.	Machado	Has on board, 7000 gallons, Palm oil -
8	" " "	Tobacco	Solan -	
225	" " "	Palm oil		
	Cruising	6 guns.		African Squadron
120	Whaling	Oil	G. Wilcox -	
	"			
94	"			
	Macao & Cas	guns -		East India Station squadron
17	Anch-ri	Assorted	W. H. Johnson	
4	New York	Palm oil, copper ore	Roosevelt	
	Fernando Po	guns. -		African squadron.

List of Vessels, Boarded
and Spoken. by
U.S. Flag Ship Jamestown

(No 10)

H.B.M. Brig Cruiz Kingstown
Porto Praya, Feby 25th 1836

Sir,

On the 22d Inst. the day following the date of my dispatch No 9. I sailed from Loando and the same evening arrived off Ambriz. Finding no vessels in that port and nothing seaming our presence there I left for this place where I arrived on the 22d inst. Upon reaching here I ascertained that the Bloss of War St. Louis had arrived and proceeded down the coast in pursuance of orders left here to that effect. The Store ship Clara had also arrived and been discharged and the Cyane had sailed for the W Indies and the Dolphin for the Canaries in order to recruit the health of her Officers and Crew.

Nothing has occurred of any importance to communicate since my last. There is however a subject which has come what occupied my attention and which I think should be brought to the notice of the Department. In the event of any vessel of this Squadron capturing a Slaver with Slaves on board, I am at present unable to give a decided opinion the course I should pursue and the disposition I should make of them. The most humane course would undoubtedly

bound to their early homes to their
native soil and my present impression
is that a proper obedience to the laws
of the United States, would require
this.

"By the 2d section of the Act
March 3d 1819, entitled "An Act in addition to the Act prohibiting the slave trade" it is provided that the President be authorized to appoint a proper person or persons residing upon the Coast of Africa, as agent or agents for receiving negroes, mulattoes or persons of color delivered from on board vessels, seized in the commission of the slave trade, by commanders of the United States armed vessels" and by the 3d section of the same Act, it is required that the Officers and men of the U.S. Naval establishment, "shall cause such negro, mulatto or person of color found on board any ship or vessel so seized, taken, or brought into port for condemnation, and shall deliver over such negro, mulatto, or person of color to the Marshall of the District into which they are brought, if into a port of the United States, or, if elsewhere, to such person or persons as shall be lawfully appointed by the President of the United States," &c. —

Upon a careful consideration of the

above Act of Congress, it is not seen it is, to be duty at present to comply with the requisition without waiving the privileges thereby secured to the United States by the law of nations. It is by the law of nations the right of the United States to receive from on board a vessel lawfully seized by the officers of the United States, the persons found on board such vessel, and to land them on the coast of Africa, as agent or agents for receiving negroes, mulattoes or persons of color delivered from on board vessels seized in the commission of the slave trade by commanders of the United States armed vessels. And by the 3d section of the same Act, it is required that the officers and men of the U.S. Naval establishment, "shall cause such negro, mulatto or person of color found on board any ship or vessel so seized, taken, or brought into port for condemnation, and shall deliver over such negro, mulatto, or person of color to the Marshall of the District into which they are brought, if into a port of the United States, or, if elsewhere, to such person or persons as shall be lawfully appointed by the President of the United States," &c. —

Upon a careful consideration of the

I am thought it advisable to bring this subject to your notice in order to avoid the possibility of any difficulty occurring hereafter in case of a vacancy taking place.

I am, with much respect
Your Obdt. Servt
Thomas Crabbe
Commander in Chief of U.S.
Naval Forces, Coast of Africa.

Hon. J. C. Dobbin
Secretary of the Navy
Washington, D.C.

Ship Boston Monrovia,
Cape Palmas March 10th 1856

Sir

Robert Lawson and Thomas Hughes seamen and Alexander Sandefer ordinary seaman attached to the Receiving Ship at New York and on board the American Brig Jane Parker of Thomaston master, for passage to New York and delivering to the Commanding Naval Officer at the Brooklyn Navy Yard — A copy of the enclosed for their delivery is herewith transmitted.

I am very respectfully
Your obdt. Servt.
Thomas Crabbe
Commander in chief U.S.
Naval Forces, Coast of Africa.

Hon. John C. Dobbin,
Secretary of the Navy
Washington, D. C.

U. S. Flag ship Hartford, Port Byron
March 9th 1856.

Sir,

I respectfully request that a court Martial may be held on the following named Cadets of this Ship, in order to determine the propriety of sending them to the United States.

They are attached with the Names affixed to their names respectively, viz:

Alexander Dunlap (cad.) Corruption of Brain
Thomas H. Armstrong (cad.) Incurable Insanity
Robert Lawson (cad.) Chronic Hepatitis.

I am, very respectfully,
Your obt. Servt.
(signed) Geo. Clymer
Surgeon of the Fleet

Capt. H. Armstrong Esq:
Commanding U.S. Flag Ship Hartford
Port Byron, March 9. 1856

Sir,

I would respectfully ask that a Survey may be ordered upon the Medical complained of, in the above Report from Fleet Surgeon Clymer.

I am, very respectfully,
Your obt. Servt.
(signed) Hy. H. Armstrong
Capt. Comdg

Commodore
Thomas Crabbe,
Commander-in-Chief
African Squadron.

U. S. Flag Ship James[illegible]
Porto Praya, March 9. 1

Sir,

You are hereby directed to [illegible]
a Medical Survey upon Alexander Dun[lap]
(U.S.) Thomas F. Armstrong, (U.S.) and Robert
Dawson (Sea.) who are entertained on in[valids]
according report of their surgeon, Edward
Shippen and the vessel she is in Ship Stanley.

Very Respectfully,
Signed, Thomas Crabbe
Commander in Chief
Naval Forces, Coast of Af[rica]

To Fleet Surgeon Geo. Gilmore
Pay[master] Lieut. Com[manding] Edward, Shippen
Asst. Surgeon Sam[uel] R. Swann

U. S. Flag Ship Jamestown - Porto Praya
March 9th 1860.

Sir

After the Survey required by your order, of this day's date, on the [illegible] Three Sailors, therein mentioned, we respectfully report

That we find them affected with the Diseases set opposite their names respectively viz:

Alexander Dunlap - (O.S.) Concussion of the Brain.
Thomas F. Armstrong - (U.S.) Varicose Veins.
Robert Dawson - (Sea.) Chronic Hepatitis.

And we are of the opinion that they are not likely to be available on board, during the balance of the Cruise; and that they should be sent to the U. States by the earliest opportunity.

The disabilities of Alexander Dunlap, and of Thos. F. Armstrong were contracted in the line of Duty, on board this Ship. That of Robert Dawson is, we think, a recurrence of a disease contracted before joining the Ship - but whether in the line of duty or not, we have no evidence.

We are, very respectfully,
Your Obt. Servants
Geo. Gilmore
Surgeon of the Fleet
Edwd. Shippen.
Pd Asst. Surgn

Comm[odo]re Thos. Crabbe
Commander in Chief
of U.S. Naval Forces
Coast of Africa

Approved.
Thomas Crabbe
Comm[odo]re Comd[g] U.S. Naval Forces
Coast of Africa

(Copy)

Notice is hereby given that the undersigned has been duly appointed Executor of the last will and testament of [illegible] late of the City of New York, deceased, and has taken upon himself the burthen of the said trust by giving bond as the law directs. All persons having claims against the said deceased are hereby required to present the same with the proper vouchers thereof duly authenticated to the subscriber at his residence, No. [illegible] Broadway in the City of New York, within one year from the date hereof, or they will be precluded from any benefit of the said estate. All persons indebted to the said deceased are requested to make immediate payment to the undersigned.

Dated New York, this [illegible] day of [illegible], 1856.

[illegible] Executor.

Witness,

John L. Meylin,

Commodore's Secretary.

C. A. Bly Esq
Supt Police Office
Washington D.C.

Sir.

Your communication of 13th
Inst in relation to Capt
J. M. Wright was duly received
Upon it being shown that in
case that was desired I was to obtain
the Sec. of War's order I at once obtained
said order which is herewith enclosed
and have instructed the Provost Marshal
of Louisville to forward Capt Wright
to Washington.

Very respectfully
Your Obt. Servt.
Provost Marshal
Commanding 4th Sub Dist Ky
Camp near Lexington

Capt J. C. Clarke,
Provost Marshal 1st Div,
Louisville, Ky.

6 April 15-64

[illegible]

Sir,

I enclose herewith a copy of a General Order of the Governor General dated 10.

I have the honor to be
Your Obt. Servt.
[illegible]
Commanding in Chief &c. &c.
Head Quarters Montreal

Genl. J. C. Clitherow,
Secretary to the Governor
Kingston C. W.

6 May 8 [illegible]

Extract

(1st No 10 U.S. Ship Vandalia
Port Praya Bay Nov 6. 1841

Sir,

On the 21st March the day following the date of my despatch No 9 I sailed from Canton and the same evening arrived off Lintin. Finding no pilot in that port and nothing remaining for me to do, after the vessels I had left there I proceeded to the eastward. Off the Island of Hainan I fell in with a Boat of the St Louis and received out and forwarded from the coast six seamen of whom left one to take the place of the other Royal China had been wrecked and been discharged and the St Louis sailed for the Philippines and the Captain for the Comoros to endeavour to recruit the health of his officers and crew.

Nothing has occurred to detain me between the Comoros and this port. There is however a vessel which has been constantly in sight since I made Johanna which I should suppose to be bound to the ports of the Continent. On the coast of Java I fell in with a boat containing a slaves with whom we found Mr Ward the Consul who is to be remitted

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[illegible]

[illegible]

[illegible]

No 11

U. S. Flag ship Jamestown,
Porto Praya Bay, April 3. 1856.

Sir,

Since my dispatch No 10 the U.S. brig Dolphin has arrived from the Canary Islands and Porto Grande, and I am daily expecting the St Louis from a cruise down the coast.

The American brig Rainbow with Stores for the African Squadron, anchored in the bay on the 23d March last. By request of the Naval Storekeeper I directed a survey to be held upon her cargo, and regret to state that one hundred and fifty eight barrels (about twenty thousand pounds) of the bread on board has been so much damaged by water as to render it unfit to issue. The Rainbow encountered severe weather on her passage. A ship put a sea which swept a seaman over board and carried away a portion of her deck cabin.

Brevet Captain William A. Shuttleworth, of Marines, was a passenger in the Rainbow, and has reported for duty on board the Jamestown.

When the flag ship sailed from this place upon a cruise in November last, orders were left here for any vessel of war arriving from the U. States and attached to

to the African Squadron, directing her Commander to proceed down the coast. These orders fell into the hands of the Commander of the St. Louis, who, at an early period, sailed for Monrovia, & but unfortunately carried with him all the letters intended for the Jamestown. We are therefore without advices from the Navy Department.

Commander James Ward is on board of the St. Louis, and has consequently not yet reported for duty.

The Dolphin will be dispatched on a cruise down the coast about the last of April. The flag Ship will sail for Madeira, and the St Louis for the same places, or the Canary Islands, for the purpose of recruiting the health of their crews.

I am, very respectfully
Your Obdt. Servt.
Thomas Crabbe
Commanding U.S. Naval Forces,
Coast of Africa.

Hon: J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

(Duplicate)

(No 11.) U.S. Flag Ship Jamestown,
Porto Praya Bay, April 5. 1856

Sir,

Since my dispatch No 10 the U.S. brig Dolphin has arrived from the Canary Islands and Porto Grande, and I am daily expecting the St. Louis from a cruise down the coast.

The American brig Rainbow, with Stores for the African squadron, anchored in the Bay on the 25th March last. By request of the Naval Storekeeper, I directed a survey to be held upon her cargo, and regret to state that one hundred and fifty eight Sacks, (about twenty thousand pounds,) of the bread on board has been so much damaged by water as to render it unfit to issue. The Rainbow encountered severe weather on her passage. She spoke a sea which swept a Seaman overboard and carried away a portion of her deck cabin.

Brevet Captain William H. Shuldenworth of Maine, was a passenger in the Rainbow, and was reported for duty on board the Jamestown.

When the Flag Ship sailed from this place upon a cruise in November last, orders were left here for any vessel of war

C. May 8 - Ell

that arriving from the U. States and attached to the African squadron, directing her commander to proceed down the coast. These orders fell into the hands of the Commander of the St. Louis, who, at an early period, sailed for Monrovia, &c, but unfortunately carried with him all the letters intended for the Jamestown. We are, therefore, without advices from the Navy Department.

Commander Jones Nand is on board of the St. Louis, and has consequently not yet reported for duty.

The Dolphin will be dispatched on a cruise down the coast about the last of April. The flag ship will sail for Madeira, and the St. Louis for the same place, or the Canary Islands, for the purpose of recruiting the health of their crews.

I am, very respectfully,
Your obdt. Servt.
Thos. Crabbe
Commanding U. S. Naval Forces,
Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

List of vessels Seen and Boarded by the Ships St. Louis

Names	Where seen	Date	Rate	Nation	Masters	Owners	Consignees	Where from	Where Bound	Cargo	Days out
[illegible] go	Pato Praya	Dec 15th	Brig	Portuguese				Lisbon	Macao		
[illegible]	"	" 16th 1856	Steamer	French				France	& Indies		20
[illegible]	Monrovia	Jany 2	Schooner	Amer	Basil Lang	Howell & Co	Johnson	Baltimore	Am Coast	Prisoners	36
[illegible]	"	"	Brig	"	Miller	Cummings	Magill	Sierra Leone	"	General	6.
[illegible]	Typee	" 19th	Barque	"	Swasemead	E. D. Kimball	F. Hill	Salem	"	"	"
[illegible]	"	"	Brig	British	Dickie	R Tosh	S. Monroe	London	Accra	"	"
[illegible] Cross	Aghwey	"	Ship	"	Woodhead	Moon & Co	Woodhead	"	Am Coast	"	8 Months
[illegible]	"	"	Barque	Amer	Miller	A Miller & Co	A Francis	Grand Bassa	Aghwey	"	4 "
[illegible]	Bydahs	" 20th	"	Portugese	Ant Reys	Jose Rego	Captain	Lisbon	Lisbon	Palm Oil	1 "
[illegible]	"	"	Brig	Hamburg	Peters	Hertz	"	Zanzibar	Cowries	Cowries	6 "
[illegible]	"	"	Schooner	French	Mosquin	Louis	Vidal	Palmas	Palmas	General	6 "
[illegible]	"	"	Brig	British	John Lees	Guyer	Captain	Aghwey	Bristol	"	4½ "
[illegible]	"	"	"	French	Cadeau	Malfilatres	Mestre	Sierra Leone	France	Palm Oil	6 "
[illegible]	Badagry	" 22d	"	English	Johnson	Johnson	Johnson	"	Am Coast	"	2½ "
[illegible] Thomas	"	"	"	British	Dewitt	Bonnette	Captain	Rotterdam	Rotterdam	General	1 "
[illegible] Cuba	Am brig	23d	Barque	Amer	Thos Smith	J. A. Machado	L'Farraz	New York	Congo	Assorted	142 Days
[illegible]	"	"	Brig. War	British	Commanded			Loando	Cruise		
[illegible]	"	"	"	"	Lieut Wilbur			Congo	"		
Henry	Loando	March 1st	Barque	Amer	Conn			Cruise	"	Whale oil	
[illegible]	"	" 3d	Man of War	British	J. A. L. Wharton			"	"		
[illegible] and Mary	At Sea	" 5th	Barque	Amer				Westport	"	Stores	4 months out of Africa

J. W. Livingston
Comm'g

Forwarded by

Thomas Crabbe

Commanding U.S.
Naval Forces,
Coast of Africa.

U. S. Ship Shenandoah
Port Praya, April 11th 1856

Sir,

I have the honor to hand you herewith, proceedings of a Summary Court Martial held on board the U. S. Ship St. Louis for the trial of Thomas Simmons (Capt. Mast) Daniel Simmons (Seaman) and Henry Sodens, (Marine)

I am, respectfully,
Your obdt. Servt.

Commanding U. S. Naval Force
Coast of Africa.

Hon. Isaac Toucey Hon. J. C. Dobbin
Secretary of the Navy,
Washington, D. C.

C. Murray & Ed Kruger

Sir

You will receive on board the vessel under your command such provisions and water as may be necessary to stow and otherwise prepare her to proceed to sea with the utmost dispatch. You are hereby strictly enjoined to be very particular, especially that no more than eight of the seamen are allowed to be on shore at one time, and that the officer who has charge of the shore boat does not suffer any person to go on board of her without a written permit from the Captain or Purser. Should any of the crew be found drunk, or in any way misconduct themselves, you will report their names to the Captain, that they may be punished as the nature of their offence may require. You are to keep the vessel constantly moored with two anchors, and have a sufficient number of hands on board at all times, to be ready to get under way at a moment's notice, in case of bad weather, or the approach of enemies. You are to keep a vigilant look out, and allow no boats to come alongside after dark, without first ascertaining that they belong to the Squadron

[illegible] Bay [illegible] sufficient quantity
for a ten days' voyage, and will sail for
Porto Praya. The usual way of, [illegible]
Vessels to be moored near Watering
Place; letters and papers may be there
left for the several ships of the Squadron.
Vessels to be at Porto Praya on the 15th,
[illegible] when one will sail for the ports.
Should the Ship, which was to be at Porto Praya
on that day, not have arrived by Port
Vessels to be left, to go to the Squadron.

I have, &c.

Thomas Baker Thatcher

Commanding U.S. Naval Forces,
Coast of Africa.

To [illegible]
Commander Edward F. Lavallette,
U.S. Ship Saginaw.

[illegible] and upon examination [illegible] of the said vessel found to be filled with stone dust and rubbish and [illegible] made and also [illegible] Company to that effect. [illegible] and [illegible] the Brazilian Consul [illegible] Brazil [illegible] and the Portuguese Consul in the State against which she was [illegible] vessel [illegible] and the Portuguese Consul in the City of New York [illegible] vessel [illegible] [illegible] [illegible]

On the examination aforesaid of the said master of Brazil [illegible] stated that he and his crew [illegible] New York [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

No 105. H. M. Con. Ship Hannibal
Remarks Near Macao
June 30th 1854.

Sir,

I have the honor to report (No 12) from Porto Praya bearing date the 18th April I visited for that purpose the harbour of Praya Grande the Capital of the Island and came to an anchor in the Bay of Porto Praya at 11 A.M. on the 16th May. The Captain waited on me on board the next day the 17th April. At 11 A.M. I arrived at this Place and the Portuguese Pilot left the ship, and I then proceeded to the Eastward, with a view of visiting the Islands of Mayo, Boavista, and Sal, but finding the Harbours of Mayo and Boavista unsafe for anchorage, I proceeded to Sal Island, and anchored in the Harbour of Palmeira on the 19th April. I enclose herewith a Memorandum accompanying this from the Commander of the Steam Vessel which explains the reason why I did not visit the Islands of Mayo and Boavista, and probably some useful information in regard to their Harbours &c.

Since writing the above another English Steam Vessel (the Atlantic) of 17 Guns has anchored in the Roads,

(Copies to Admy & Malta)

her destination I believe to be the
coast of Brazil.

I am, very respectfully,
Your Obdt. Servt.
[signature]
Commanding U. S. Naval Force
Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

Memorandum of English men of war steamers which have touched at Loanda recently with their armaments according to the Navy lists which correspond mainly with their actual batteries.

Sampson.	side wheel	6 guns.
Prometheus,	do do	5 "
Pearl	Screw Corvette	22 "
Arrogant	do Brigate	46 "
Esk	do Corvette	22 "
Cossack	do do	20 "
Amphrisause	do Brigate	51 "
Intrepid	despatch vessel (screw)	6 "
Pioneer	do do do	6 "
Orion	Line of Battle ship, do	90 "
Virago	Side wheel.	6 "
Archer	Screw Sloop	14 "
Victor	do. despatch vessel	6 "

The guns of these vessels are principally of the 8 inch calibre for hollow shot in the broad side, and of the 9 inch for hollow shot and 8 inch for solid shot on pivots. Their engines are for the most part horse power, the smaller vessels having "lighting boilers" placed low, and "running boilers" of greater dimensions, either of which are intended for use alone or in conjunction, according to circumstances. The speed varies from 9 to 11½ knots; - the engines from 400 to 800 horses; - boilers are all tubular with five rows longitudinal; - the fuel carried and the consumption are such as to give power to steam distances varying from 1500 to 2000 miles; - all have condensing apparatus for making fresh water - a ton of coal producing as is stated 3 or 4 tons of water, but they carry in tanks only 20 or 25 days water.

The engines are of various construction, some
ling- others fixed with double piston rods, o
others with trunk engines having no piston r
but the connecting rod attached directly to
piston- which latter form of engine is most
and appears most approved, Economy of s
room in all the arrangements is wonderful
in one case was increased by casting the f
work hollow and using the cavity thus for
place in aid of the condensor and Reservoir
The extreme efficiency of these vessels, arising
their equipment, their admirables crews, and
all the rigorous years of their baptains, all
whom are in middle life and evidently selec
men, is apparent to the glance, and is of the
significant hint which ought not to be lo
The boreatles are commanded by Post baptain

U. S. Ship Gamestown
June 26th 1856.

S. W. Ba
Bureau

Oakbridge

(1)[illegible]

[illegible]

[illegible]

(Copy)

C 110-29 Ek

U S Flag Ship Sarnerstown,
Funchal Roads,
July 5th 1856.

Sir,

I herewith transmit the proceedings of a Naval General Court Martial held onboard the U S ship St Louis.

I am, very respectfully,
your obt servt

Commanding U S Naval Forces,
Coast of Africa.

Hon. J C Dobbin,
Secretary of the Navy,
Washington, D.C.

6 Sept 5 19

(1 No 1 Inf.)

U. S. Ship Plymouth
off St Croix
August 20th 1803

Sir,

We have this day left St Croix
bound, (Off Cape Francois) now steering from Martinico
on the 30th Inst.

On the 4th Inst. we left St. Lucia
bound for the Islands of Guadaloupe and
Grand Canary, the Cape de Verde and
from thence down the coast.

We now may entertain no doubt
but the Master of Martinico the Ship
first cited in this month in our
view by Isle Pelo Pinos, that a reinforcement
was, Seventy Thousand Blacks, and which
Decaen commands, have arrived to the re-
duction of St Domingo. Should
accomplished the object in view it
will three or four Months elapsed on the
Coast of Africa, this Season would be
obtain a cargo but of health, having
viewed for the Spanish Coast, - Of Provi-
sions, sufficient if saved, after deliberation,
to induced to leave more Negroes than
for the purpose of obtaining our
Wife this object, I waited on the 20th
Inst. for Havana, and met similar Reg
sentiments to our National. Upon this
Account on the 31st August, accompanied the object in view
by three Ships of the U. S. Navy, arrived at

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[illegible] 12th inst.

[illegible] to the [illegible] to [illegible] [illegible] [illegible]

((? Signed))

Enclosure

(No. 1.)

Mail Steamship Tagus

Off Vigo, Spain

August 20th 1865.

Sir,

My last dispatch to the Department, No. 13, was forwarded from Villagarcia on the 30th ultimo.

On the 1st inst. the St. Louis sailed for the islands of Teneriffe and Gran Canary, the Cape de Verde and some ports on the coast.

It was my intention to have left the harbor of Villagarcia the first week early in this month on my way to Porto Praya; but a violent diarrhœa, something Cholera and which I could not consider to be unconnected with Cholera, coming on me at the time that we were unable to obtain a physician, together with the [illegible] of the Spanish Consul, induced me to remain, hoping to be able, after deliberation, to proceed to some more northern port for the purpose of obtaining one. With this object, I called on the 20th inst. for Vigo, it being above the coast of Africa, and not visited very frequently by our National vessels, where I arrived on the 21st inst. Having accomplished the object in view, I left there on the 24th and arrived at this

Porto Grande on the 12th inst.

During my stay at Mayuna before the date under-related duly in a Session, two cases of intermittent fever of a type, from the effects of which the officers and crew continue to suffer at good deal, as it occurs to your Excellency.

It is my intention should the state of the weather be at Porto Praya in the early part of October to shape course to leave Cape Verde Islands, and on our arrival there, to report to the Dolphin on her to leave port to cruise down the coast, and also, a State report from the United States, with the Inspection necessary for the ensuing Quarter ending the Spring of 1861.

I am very respectfully
Your Obdt. Servt.
Thos. Abbt. Craven
Lieut. and the
Commanding U.S. Sloop Vincennes
Coast of Africa.

Hon. J. C. Dobbin
Secretary of the Navy,
Washington, D.C.

[illegible]

[illegible]

[illegible]

C 001.27 Com

Sir,

Extract

Extract of a letter from Thomas Bladen Esq. Captain of His Majesty's Ship Dreadnought, dated at Port Royal in Jamaica the 10th of September 1756, to Mr. Stephens, and by him communicated to the Admiralty.

I do myself the honour to acquaint you, that on the 8th instant, I received information from Lieutenant Hamilton, Captain of His Majesty's Sloop Hawke, then at Port Antonio, that a Spanish Register Ship, having on board Cocoa, Indigo, and Cochineal, to the value of 200,000 Dollars, was ready to sail from the Bay of Honduras, and that the Hawke and Merlin Sloops of War, were ordered to escort her to the Havannah.

I therefore immediately sailed with the Dreadnought, and Hawke in Company, and on the 9th in the morning, discovered the Spanish Ship and her Convoy, consisting of a Spanish Man of War of 50 Guns, and a Register Ship of 26 Guns, standing to the Eastward, with all the Sail they could make; upon which I made the Signal for a general Chase, and at 4 in the afternoon, came up with the Spanish Man of War, who hoisted Spanish Colours, and fired a Gun to Leeward, which I returned, and then fired my Broadside into her, which she returned, and then struck her Colours, and proved to be the Glorioso, commanded by Don Joseph Vallejo, mounting 50 Guns, and 350 Men, bound to the Havannah.

I am sorry to acquaint you, that in the Action, Lieutenant Hamilton, of the Hawke, was killed, and Mr. Hood, Master of the Dreadnought, dangerously wounded, of which he died the next day, and 14 Men killed and wounded.

I am, Sir, Your most obedient humble Servant,

Signed) Thomas Bladen

Commanding His Majesty's Ship Dreadnought at Port Royal in Jamaica.

To Mr. Stephens at the Admiralty Office, Whitehall.

September 18th 1756.

C No 29 – 1851

1

(1851)

U.S. Brig Porpoise Monrovia
Cape Palmas Coast of Africa
Sir,

I have the honor to report my arrival at this port on the 28th August. On the 29th September I started for Bassa Cove the distance of Grain Bonday, and after remaining there a few hours, left for this place which I arrived on the 2nd inst.

On my arrival here I found the U.S. Brig Porpoise, which had returned from her southern cruise on the 4th September –

Commander Thornton reports having rendered material aid in the settlement of difficulties and hostilities of war between the Cape Palmas and Krakotown tribes of natives, thereby ensuring safety to the lives and property of the American residents which were imminently in great jeopardy – The Captain found our Agency from Bassa Cove to the mouth of the river Gallinas, touching intermediately at Bonnetta, at Sinoe, Grand Bonday and Marshall, visiting each, in accordance with instructions indicated in your communication of December 11th 1850 – He represents the Commander was successful in quieting

the natives who, under the impression that the Portuguese were about to invade their territory, had threatened the destruction of the foreign traders, the vessels lying there but one was detained during the time, the Bris Charlotte of New York, but the evidence against her was not sufficient to authorise her detention.

I am happy to be able to state that, in consequence of the prompt relief afforded by the people of the United States, the famine which at one time threatened to overwhelm the population of these islands has entirely disappeared, and they having been supplied with various kinds, it is confidently believed that there will not be a return of the calamity.

On the other hand, however, I regret to say that the cholera has raged severely, and still continues at the Southern islands of St. Antonio St. Vincent and St. Nicholas. The Governor of the islands has informed me that 600 persons had already died from that disease at St. Vincent out of a population of 1200 — that 2000 persons in the whole archipelago die at St. Nicholas and that the mortality at St. Antonio would be great, probably not

not less than one the whole number of cattle of the island, 4 or 5 thousand, and the crews of our vessels are therefore without fresh beef.

I am very desirous of being informed, as the time of the ships is drawing to a close, when the Commissioner will probably be recalled, in order that the Flag Ships may be so arranged as to be at Porto Praya at the proper time. We are all desirous of leaving this climate and healthy anchoring station.

My present intention is to leave upon a cruise down the coast in the early part of November and after the arrival of a store vessel, to return some time in the month of January. But, unless a store arrive, it will be necessary, imperative — for me to leave on a cruise from the fact that the Dynamite is very deficient in bread, and it would seem inexpedient to leave here with an inadequate supply of such a necessary article — By entering the store house we have sufficient to last, on board, until the 1st January, but, after that time, unless a new supply should arrive

arrive, there will be room for any
vessel of the squadron.

I am, very respectfully,
your obt Servt
Thomas Craven
Commanding U.S. Naval Forces
(East of Africa)

Hon J. C. Dobbin,
Secretary of the Navy,
Washington, D.C.

Flag Ship Dale
Port Praya
Dec 2. 1856

L. No. 29 - E

U.S. Flag Ship Dale,
Port Praya, Island of
St Jago Dec 2nd 1856

Sir,

I am about leaving with the squadron under my command for Porto Praya, Island of St Jago, to receive the last instalment of Coal, and to complete our supply of provisions and water, and will then proceed to the African coast — Should no Slave Vessels be there, I shall proceed to the Bonny or Old Calabar River, where I expect to find a number of Vessels ready for sea, and shall then proceed to the River Gaboon, and so on to the Congo, from which River I shall proceed to St Paul de Loanda, where I expect to find a number of Vessels ready for sea, from whence Shipments of Slaves are usually made; your attention is directed to the Vessels enumerated in the margin, which I have carefully examined, the most of them built for the Slave Trade, to the Rivers Congo or other places between the Congo and Lake Longa if necessary — I am sorry to say, I have all the means in my power, except for the apprehension of the Slave Trade vessels

(Duplicate)

No. 1. H.M. Ship Dolphin Chumbeen
Table Bay, Oct. 4. 1865

Sir,

I have the honor to inform you my arrival from Santa Cruz on the 26th August. On the 28th September I received for Catmus in the estate of Grant Canary, and, after remaining three or four hours, left for this place where I arrived on the 2d. inst.

On my arrival here I found the H.M. Brig Dolphin, which had returned from her Southern cruise on the 3rd September. Commander Thomas Ephraim having received material aid in the settlement of differences and reconciliation of war between the Walvis and Walvisbay natives, thereby restoring safety to the lives and property of the American Missionaries which were previously in a state of war. The Dolphin cruised very closely from Little Fish Bay to the mouth of the River Congo, touching at Benguela, St. Paulo de Loando, Ambriz and Ambrizette, & running most particularly in those parts attended in your Communication of December 11th 1864. At Ambrizette the Commander was successfull in quieting the natives, who, under

under the impression that the Portuguese were about to invade their territory, had threatened the destruction of the Spanish Settlements — the Spanish Army met with but one misfortune while during the whole campaign, the loss of Charlotte & Florida, but the circumstance against them was not sufficient to authorize retaliation —

As we may expect to be able to take the field in September, the complement of men — officers included — by the 1st & the 2nd Regiments of Foot and Rifle Regiment to amount to 1500 — the Artillery, Engineers, Cavalry & Dragoons, the Pioneers & Artificers, the Corps of Guides, the Provost Marshal & Assistants, the Hospital Staff, the Commissary & Quartermaster's Department, the Waggoners, Drivers & Artificers, the Boatmen, the Commissary of Prisoners, the Barrack Masters, the Clerks in the different Departments, the Interpreters, the Chaplains, the Surgeons & Mates, the Hospital Mates, the Matrons & Nurses, the Conductors, the Overseers, the Artificers, the Labourers, the Waggoners, the Driv

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[illegible] for any service I may render.

I am, respectfully,
Your Obdt. Servt.
Thomas Crabbe
Commanding Co. C. Naval Forces,
Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D.C.

Aug 27 1854

U.S.S. Vicksburg, Hong Kong, Oct. 15th 1870.

Sir,

I have the honor to inform you that Wm. Collins (col'd) Thomas Dunn, (col'd) and Silas Carey, (col'd) were enrolled by Medical Surgeon as substitutes for Thomas Brown, Edward Hall, Thomas Martin & Joseph Johnson who deserted from the U.S.S. Vicksburg, Hong Kong, on the 15th inst. at that Station. A copy of the Enrolling Officer's Certificate is enclosed herewith.

I have, very respectfully,
Your obdt. Servt.
Thomas Crabbe,
Commanding U.S. Naval Forces,
Coast of Africa.

Hon: J. D. Cobbin,
Secretary of the Navy,
Washington, D. C.

U.S. Flag Ship Jamestown - Porto Praya -
October 4th 1856.

Sir -

After the Survey required by your Order of the 3rd inst: in the case of certain men of this Ship - we respectfully report that they are, in our opinion, affected with the diseases set opposite to their names - respectively - viz:

Jas. Shaw -	Mar:	Chronic Bronchitis
Jno: Marcollo -	Sea:	Do.
Jas: Dunn -	O.S.	Venereal -
Wm Washaw -	O.S.	Impaired Constitution.
Silas Curry -	Sea.	Mental Aberration.

And we are of Opinion that four of them -

viz:

James Shaw - Mar:
Jno. Marcollo - Sea.
Jas: Dunn - O.S.
Silas Curry - Sea.

are likely to be of little, or no service during the remainder of the cruise - and we respectfully recommend that they be sent to the United States, by the first Suitable opportunity.

In regard to William Washaw, O.S. - we are of opinion that he can do partial duty, & should not be sent home.

We are, very respectfully -
Your Obdt Servts
Geo: Clymer. Fleet Surgeon
Edwd Shippen Jr Asst Surgn
Samuel R Brown
Asst. Surgeon

Commr Thos. Crabbe
Commdg U.S. Naval Forces -
Coast of Africa.

Approved
Thomas Crabbe,
Commanding U.S. Naval Forces,
Coast of Africa.

[illegible] Prize Court,
[illegible]

[illegible]

[illegible] Court Martial, and [illegible]
[illegible] on board the U.S. Ship [illegible] on the [illegible]
day of [illegible] 1862, was read and approved, and it was
ordered that the Court be dissolved, and that the
prisoners be [illegible] to the custody of the Marshal of the
District of Columbia, to be detained in close confinement by the
Marshal, pursuant to the sentence of the Court, as follows, viz: "To be kept in
"confinement on board the U.S. Ship Potomac,
"or such other vessel as may be substituted for her in the
"Potomac River, to be transferred from time to time
"to such vessel as may be leaving the station,
"or which may be particularly by the Secretary to
"leave, for the United States, and, on
"their arrival there, to be confined at
"hard labor, for the space of three months,
"in the penitentiary of the District of
"Columbia, at the expiration of which
"time, to be discharged from the service
"of the United States without the
"amount of pay due them on the 4th
"March, 1863 to be paid to them, and
"the balance of pay accruing thereafter
"to be forfeited to the United States."

Being strongly impressed with the idea that these men have been sufficiently punished, perhaps more than the Court contemplated, by their long confinement on board the U.S. Prize and loss of pay for many months, no opportunity having offered to send them to the United States in accordance with the sen-

sentence of the Court and it being
unlawful to keep and detain said Boats
from us and them Boats, & have
furnished Sail to return them to
duty remitting the [illegible] of their sentences
& undergoing and restoring them
duly from the date of the receipt by
the Commanders of the St Louis of
the Order to that effect.

I am, very respectfully,
your obt. Servt.
Thomas Crabbe
Commanding U.S. Naval Forces
Coast of Africa.

Hon. J. C. Dobbin
Secretary of the Navy
Washington D. C.

(No. 1815)

City Hall, Kingston, Upper Canada,
2nd December 1856

Sir,

I have the honor to transmit herewith the Report of a Committee of the Executive Council, approved by His Excellency the Governor General on the 28th ultimo, on the subject of the Petition of Messrs. Gilmour & Co. praying for the grant of a Lease of the Timber limits on the Ottawa, and I have to request that you will be pleased to submit the same for the consideration of His Excellency the Governor General in Council.

I have the honor to be, Sir,
Your most obedient humble Servant
(Signed) J. Leslie
Secretary

The Honorable
The Commissioner of Crown Lands,
&c. &c. &c.

Ottawa, 28th November 1856

On a Report dated 27th November 1856, from the Commissioner of Crown Lands, stating that Messrs. Gilmour & Co. have been for many years engaged in the Timber trade, and have always conducted their business in a manner highly creditable to themselves, and satisfactory to the Government; that they have been in the habit of obtaining Timber Limits from the Crown, and have always paid the Ground Rent and Dues thereon, as they became payable; that they have now applied for a Lease of the Limits on the Ottawa, described in the Schedule annexed to their Petition, and which they have been in the habit of occupying; that the Limits applied for have been duly advertised for Sale, but that no Tenders have been received for the same; that the Petitioners have been in the habit of paying a higher Ground Rent than the Regulations require, and that they are willing to pay the Ground Rent required by the Regulations, and to comply with the Regulations in every respect

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[illegible] the month of January
1850.

The U.S. Steamer is about to cruise down the coast and will probably be at Porto Praya in the course of January next. She Sailboat was directed to examine a communication at Porto Praya, for the purpose of discharging a Sick seaman, should one exist, and then be proceed to the Northward to rejoin the Squadron off Cape Palmas and Coast.

Very respectfully,
Your obdt. Servt.
[signature]
Commanding U.S. Naval Forces
Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington D.C.

Copy

No. 16.

U. S. Ship Independence,
off Valparaiso (Chile)
December 1st 1826.

Sir,

I have the honor to inform the Department that we have arrived from Rio de Janeiro on the 9th October last.

Having waited for a store vessel during the whole month of October and were then having expected and being fearful that our stock might become entirely exhausted, I felt it incumbent on me, for the welfare and comfort of the crew of this ship, to endeavor to obtain such a supply as was necessary at another port; with this intent I sailed on the 1st November for Santa Lucia, where I arrived on the 8th, and, after trying the market, found it necessary to make application to the Government for the articles needed. I am happy to assure the willingness and promptness with which the authorities of that place complied with our request and furnished us with everything essential to supply our deficiencies. After having remained on shore two

our object, I hope then to leave on the 25th and arrive here on the 27th November.

I intend immediately continuing my cruise to the Southward and expect to return to Porto Praya some time in the month of January 1859.

The Health of the Squadron remains perfectly good at Porto Praya in the course of January next the Egmont was directed to proceed to Sierra Leone for the purpose of discharging a sick man, & invalid one officer, and then to proceed to the Northward to examine the health of the officers and crews.

I am, very respectfully
Your Obdt. Servt.
Thomas Crabbe,
Commanding U.S. Naval Forces,
Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

U. S. Ship Vincennes,
Port Praya, Island of St. Jago, May 26. 1857

Sir,

I enclose herewith proceedings of three Summary Courts Martial convened on board the U. S. Ships of my Squadron.

I am, very respectfully
Your Obdt. Servt.
Thomas T. Tucker
Commanding U. S. Naval Forces,
Coast of Africa.

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D. C.

Copy

U. S. Ship Jamestown,
Porto Praya Bay, February 4th 1857

Sir,

You will proceed with the vessel under your command to Cape Palmas, Coast of Africa. Dissensions and hostile feelings, it is rumored, exist between the Stockton and Cape Palmas tribes of natives, and also between the citizens of "Maryland in Liberia" and one or more of the native tribes, which may endanger the lives and property of American citizens at the towns of Harper and Carolly - On your arrival there, you will, however, endeavor by all fair means all reasonable, honorable & honest measures & conciliation to put a stop to these differences, or other that may exist with the natives, & you are left free to act according to exigencies, as your judgment may dictate -

During your cruise you will be further governed by such general instructions as you may have received from the Hon. Secretary of the Navy and the Commander-in-Chief of the Squadron -

The U. S. Brig Dolphin will also sail for Cape Palmas, with instructions to extend her cruise to the Bight of

6 Mar 24 Mailed

Benin – Should her services be required, however, at Cape Palmas, you can detain her at that place –

When you have accomplished the object of your mission, return to Porto Praya, touching at Monrovia for letters and papers for the Squadron. You will find the flag Ship at Porto Praya, and will remain there with your vessel until her arrival or the receipt of further orders –

I am, very respectfully,
Your Obdt. Servt.
Thomas Crabbe,
Commanding U. S. Naval Forces,
Coast of Africa –

Commander J. M. Livingston,
U. S. Ship St. Louis –

[illegible]

[illegible]

[illegible]

(No 17

[illegible] independent [illegible] of Europeans
[illegible] of Cape Palmas will be all
[illegible] the agencies [illegible]
[illegible] with an [illegible] to destroy
the native tribes before any attacks
were made upon them. At the [illegible]
the [illegible] having filled up with pro-
visions, & dispatched [illegible] to the [illegible]
[illegible] to ascertain the condition of
affairs [illegible] to ascertain the interests
of [illegible] and [illegible] which
[illegible] [illegible]

[illegible] the U.S. Brig Porpoise left this
place on the 11th instant, was stopped
at Cape Palmas, Agra Grand and Little
Bassa, Monrovia, Port Praia and Badagry
on the North Coast, Princes Island,
and Little Fish Bay, Elephant Bay, Den-
guela, St. Paul de Loando and the Cruzes
Bluff on the South, visiting particular-
ly the points indicated in our com-
munication of December 11. 1856, and
arrived here on the 6th Instant,
calling at Monrovia on the way.

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

in the enclosed copy of my Circular in the Portuguese language. The various stations of this coast are as follows: On the 25th December, 1858, the brig D. Pedro, whilst 479 slaves, landed Cabinda, a small port between Kingombela and Ambriz, was boarded [illegible] in Kingombela Bay, by the boats of the Portuguese Steamer Mindello, and the master was ordered to proceed with the prize to Loanda, which he refused to do, stating that he was bound to Rio de Janeiro, and that the Portuguese Steamer was to join him at Ambriz, there to receive [illegible] slaves on board. Lieutenant Hopkins states in his correspondence on this occasion, that the Portuguese Steamer was to have taken the slaves on board, at the Brig Eagle was detained and three days were wasted in obtaining from the Governor [illegible] by the Portuguese Steamer. She sailed for Rio de Janeiro on the 28th December last.

It appears, as far as I can learn, that in the majority of cases in which our flag is used in this traffic, that it is by rebels residing from the port of New York, owned by Portuguese and other foreigners, who obtain the right to engage in by a short residence in our country, and that in most, if not all, cases said rebels are manned not by Americans, but by foreigners.

The Store vessel Merrymount reached here on the day of our arrival, bringing me

the general communications from the Department, the receipt of which acknowledged. Your original was sent, by return, but has been delayed for want of time, by the Squadron's movements.

[illegible] at Porto Grande, from the [illegible] where I was detained by the necessity of recruiting the health of officers and crew, on the 15th January, and been detained there in consequence of an accident to the steamer leaving the arrival of the mail from England. I intend as soon as possible has taken in exception to inspection thereon a short cruise with instructions to touch at the principal stations on the South coast, [illegible]

I am, very respectfully,
Your Obdt. Servt.
Thomas Craven
Commanding U.S. Naval Forces,
Coast of Africa

Hon. J. C. Dobbin,
Secretary of the Navy,
Washington, D.C.

Copy

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Loando 12th Nov. 1856

My Dear Sir.

From the accompanying documents which I transmit to you confidentially, and from the several particulars which I have had great pleasure in giving you verbally, as well as your own enquiries, you will have become fully acquainted with all the circumstances attending the case of the "Flying Eagle", the slave trading transactions in which she was engaged, dispatches to the coast Officials and the important disclosures which her arrival has given rise to.

The proceedings to which the above documents refers being yet pending, it is not officially certified or attested, but I can vouch to you for its authenticity.

Wishing you a prosperous voyage I address

me to express the gratification
I have had in rendering you
the assistance and to sign myself

My Dear Sir
Very Respectfully
& faithfully Yours

(Signed) Geo Davidson

To
Capt. Livingston
U.S. Ship "St Louis"

Conta de negociação do Brigue "S. Sebastião" a cargo de J. P. M. da Costa e liquidada em intervenção de Sr. Martinho Pinto Valdez.

Recebido da casa de Pinto Martins & C.ª			
pela totalidade de carregamento conforme a			
concordata em final com Pinto Martins			
e Nicolau Valdez		8	5.000$00
Recibos			
Comissão por venda, liquidação e cobrança			
11 P.%	5,500$00		
Desconto sobre $36,666$66 2/3 da quantia acima			
em 6 meses a 5% P.% ao anno	2,445$33	10,945	$33
Liquido realisado		74,091	$67
Retirou do Banco 50 sos pelos 50 P.% . . .		37,045	$33⅓
Saldo a favor dos Carregadores		$37,045	$33⅓

Feito o dividendo dos $37,045$33⅓ por 467 volumes, que chegaram ao porto, toca a cada um volume $79$32¾ vindo a pertencer como se demonstra aos Senhores abaixo classificados.

Nomes	Volumes	Pesos	Soluções
J. P. da Cunha e A. P. Lima	94	79$32¾	7,436$75⅓
Antonio de Carvalho Guimarães . . .	2		158$65⅓
L. de S. de Sousa e Mendes	15		1,269$94
B. Pacheco dos Santos (2 avariados)	44		3,490$11
João Soares e M. Dias Ferreira (2 avariados)	45		3,569$65⅓
D. Maria Boyd	1		79$32¾
Maia Ferreira	6		475$93⅓
Manoel de Paula Barbosa	12		951$86
Sociedade dos Pes (2 avariados) . .	38		3,033$11⅓
M. Ferreira Soares	5		396$33¾
Antonio Martins de Castro, e M. Anna	15		1,269$94
Francisco José da Silva Moraes . .	11		872$06⅔
Manoel E. Mendes	2		158$65⅓
J. P. de Carvalho Braga	29		2,300$49¾
Soares & Sousa	6		475$93⅓
Francisco Soares da Silva	7		555$26⅔
João M. de Moura	4		317$31
S. M. de Carvalho Siqueira	1		79$32¾
	308	79$32¾	24,202$32

Transporte	368	79.32½	9:202$
(Antonio de Oliveira)	9		155$
José Lopes da Silva	16		793$
(Manoel da Costa Sousa	17		1:345$
José Alexandre	2		155$
B. de Simões Rego (2 avariados)	24		2:300$
O Isabel. Costa Evangelista	13		1:034$
J. de Silva	7		475$
M. de Miranda	5		334$
J. A. Fernandes	16		793$
J. Lucas	2		155$
Total dos Volumes que chegaram	467	79.32½	37:645$

Avariados

De B. P. dos Santos	6	
" Sociedade dos Sec.	2	
" José Simões de M. L. Ferreira	2	
" Pinheiro e Rego	2	12
Total do Carregamento		479

C. D.

Em seguida a esta conta lithographada, e sua copia do seu inteiro teor a conta de Theor seguinte.—

Senhor João Soares.— Em New-York 20 de Maio de 1856 = Amo Ilustrado — (Amigo & Senhor) — Pela conta junta verá que o carregamento de Brigue "J. Leal" realisou $79.32¾ c/ por volume, e por conseguinte os 45 que chegaram dos 48 que lhe carregou fazem c/c. de Abigail Lino Ferreira, liquidão $3549,05 c/ de cuja quantia já fiz entrega, inclusa a J. A. Machado, como mostra o recibo incluso, e a conta inclusa a remetti a José de Oliveira Sousa Leal, por conta de Abigail Lino: tudo em conformidade com as ordens de Vsª... e Vai se concluio este negocio como estava e como eu esperava, e esperei ainda por bastantes dias de minha chegada a Cuba / se realisasse, tanto assim que nesta tenção sahi para Benguella, e nada era de esperar outra cousa, pois tendo obtido o recibo da entrega do carregamento, e qual recebeu sem opposição ou reclamação de classe alguma; ninguem poderia prever o que aconteceo. Eis o caso: Passados dias depois da entrega e de eu estar na Havana, reclamei os fragos, cujos foram recusando entregar-me sob pretextos frivolos, até que a final tiraram a mascara, e abertamente recusaram

recusaram pagar e cumprir o contracto, allegando que o carregamento era pela maior parte de gente preguiça, por conseguinte que, se eu não tinha cumprido minhas obrigações, estavão elles no direito de não cumprirem as suas. Ditalé disto, ainda que a negocio se decidisse por arbitros, porém elles conhecendo que a decisão necessariamente lhes seria contraria, não o admittiram, que depois de ter empregado todos os meios que a prudencia me aconselhava, e as circunstancias exigiam, e de ter interessado em nosso favor varios Commerciantes de credito e influencia na Havana, pude conseguir que pagassem $83,000, soffrendo toda a negociação um prejuizo de $48,000. E vai deve occultar a V.Sa. nem aos mais interessados, que effectivamente havia uma força de gente preguiça, e por isso um abatimento tão justo, porém nunca o que fizeram; e se eu tivesse previsto o que acontece, não entregaria o carregamento, tornava a responsabilidade sobre mim e vendia-o a outros, com que certamente tiraríamos um bom resultado. — Resta me a satisfação de que se o negocio não foi bom, e não alcancei os fins a que me propuz, ao menos os Carregadores não perderam — sempre ganharam 100 p.%, por isso, fico com a consciencia tranquilla, e tanto mais, porque tenho a intima convicção de que cumpri com todas as minhas obrigações, afim no mar com o abalamento da arribação para que chegasse em bom estado, como em Cuba para tirar o melhor partido possivel; pois não obstante estar preso Cunha Reis, e haver um expediente e ordem de prisão contra mim, correndo por isso o risco de ser preso a qualquer hora / effectivamente offi nas vesperas de minha sahida, podendo safar-me graças a 30 onças, e certa casualidade / não abandonei os interesses que me estavão confiados, até que bem ou mal os pude concluir. Estou a seguir para Setubal, e pondo estar de volta aqui ou em Cuba, de Outubro ou de Novembro, por isso pode V.Sa. dispôr do seu Amigo obrigado José Luccas. a/B. Não foi possivel salvar a coluna do D. Maria, porém entreguei lhe não só a parte que lhe pertencia, mas tão bem a parte do navio e minha commissão. e/B. Dito outra igual conta e do mesmo theôr, e no verso della tem a carta de remessa do theôr seguinte. — Segundo lia — Senhor Bento Pacheco dos Santos — Nossa Sr.ª 20 de Março de 1836 — Amigo e Senhor — Pela conta junta verá que o carregamento do Brigue "S. Sebastião" realisou $79,321/2 c/ por volume por tanto a 44 que chegarão dos 50 embarcados de sua conta

de sua conta, liquidas $349,416 e as 33 chegadas dos 08 p.c. dos
Reis, liquidas $5233,5 1/2 p.c. perdeu em quanto não tiver aviso de
quantia que se empregou e a parte que Lim.a tocou, não posso
saber quanto lhe pertence, e por consequinte para a entrega do
dinheiro, no intanto já remetti a Quarta Semana 8 C.as p.c e
risco de Lim.a uma letra de £1000 e outra de $1200, que prefaz
$6079. e em Lisboa já tenho dinheiro sufficiente para pagamento
de mais de Lim.a e de todos os interessados. Pelo livro de carga
que remetto verá que dos seus numerados 3 volumes, devendo no
lar lhe que um veio de lenha quasi morto de pancadas dadas
pelo Ley nas vesperas de embarque, de maneira que abordo nunca
se pode levantar. Todos os de sua marca estavam em bastí
mo estado com escorbuto, tendo que nos enfermos que chegaram
de dez pasou cito cem dos seus. — Cá se concluio o negocio
como cumpre tratado, e como esperava e esperei realisar ainda
por muitos dias depois da minha chegada e não era de esperar
outra cousa, pois tendo obtido a carta de entrega de carregamento
egual foi recebido sem opposição ou reclamação de qualidade
alguma nunca poderia suppor que apparecesse embaraços, e
esta foi a razão por que avisei a Lim.a do que bastante me arrependo
pois infelizmente enganei me. Eis o caso: passados dias depois
da minha chegada a Havana, e de ter reclamado em vão os
fogaos, cuja entrega foram addiando sobre fuleiros pretextos,
acabaram por tirar a mascara recusando abertamente cum
prir o contracto, allegando que tendo em brasido a maior
parte do carregamento de gente minuda, tinha faltado ás
minhas obrigações, e por isso que não cumpriam as suas.
Offerecida disto, pois que a negocio se decidisse por Arbitros;
porém elles tendo a certeza que a decisão lhes seria em
breve recusaram ser admittidos; por ultimo, depois de
regeitar todos os meios que a prudencia aconselhava, e as
circumstancias exigião, e de ter interessado em negocio par
ticipantes dos principaes em credito e influencia
na Havana, consegui que pagassem $35000, soffrendo a ne
gociação um prejuiso de $45000. — Cá devo acudir
a Lim.a, e aos mais interessados que effectivamente havia uma
porção de gente minuda, que era justo e até necessario um
abatimento, porém nunca o que fizeram, e se eu tivesse previsto
isto, não entregara o carregamento, tomaria a responsabi
lidade sobre mim, e vendia-o, de que certamente tiraria mais
um bom resultado. Resta-me a satisfação de que, se o

se o negocio não foi bom, e não alcancei o resultado que esperava, ao menos não deixo prejuizo, e os caixeiros sempre ganharam 100 $ rs, por cada hum satisfeito e com a consciencia tranquilla e sobre tudo porque tenho a intima convicção de que cumpri todas as minhas obrigações, espero na viagem com o balanceio da armação ir para chegar em bom estado, como depois em Cuba para obter o melhor partido possivel; pois não obstante estas Cumbas boas pessoas, achei em expedição e ordem de prisão para mim, estando em risco de ser preso a todos os momentos, como fui nas vesperas da minha sahida, / consegui safar me, graças a Deus, ás minhas relações e certas circumstancias que fizeram que não fosse eu de Policia / nunca abandonei os interesses que me estavão confiados, até que bem ou mal os realisei. Eigo para Lisboa, e devo estar de volta de Outubro a Novembro, aqui ou em Cuba, onde terei muito gosto de receber e cumprir as suas ordens, por ser seu Amigo e obrigado — José Luccay.

Relação dos pronunciados sem fiança, por despachos de 9 e 10 de Setembro de 1836, do juiz de Direito da Comarca de Benguella, Dr. Luiz José Mendes Affonso, por crimes de Cumbas tal do de escravos para alem mar, especialmente pelo embarque feito na Lucira em 31 de Dezembro de 1835; os quaes hão de ser presos pelas Autoridades Civis e Militares, onde quer que elles sejão encontrados e recolhidos para esta Cidade de Benguella.

Residentes nesta Provincia

João Soares, Commerciante, com caza em Loanda,
foi preso em mais vezes a Mayana bons escravos.
Ignacio Teixeira Xavier, Agricultor, residente na Egoimina.
Luiz Antonio de Souza Albuquerque, Commerciante com caza em Benguella.
Bento Pacheco dos Santos, idem, idem; já está preso.
João Pereira de Samalho Braga, idem, idem. ——
Manoél de Costa Souza, idem, com caza no Pombo grande.
Manoél de Paula Barboza, idem, com feitoria de aguardente de Urzella ao Sul desta Cidade.
Manoél Pereira Nunes, idem, com caza no Pombo grande.
Antonio Martins de Castro, Caixeiro de João Antonio de Souza Albuquerque, de Catumbella.
Manoél Ignacio Martins, Commerciante com caza no Pombo grande.

Francisco Tavares da Silva, Caixeiro, residente na Salinas do Sul.
José Maria de Moura, idem, reside n'uma feitoria de apanho de Urzella no Sul.
Ricardo Nunes de Carvalho Siqueira, idem, reside no Dombe grande.
Antonio d'Almeida.
José Alexandre Fontoura.
Bernardo Ferreira Pinheiro, Commerciante com caza em Benguella.
Manoel Rodrigues da Silva Rego, idem idem
José Correa Evangelista, idem idem
José Antonio da Silva, vulgo Pernambucano - Commerciante com feitoria de apanho d'Urzella no Lantana, ao Sul desta Cidade.
José Antonio de Souza Miranda, Commerciante com caza no Catumbella.
José Joaquim da Silva, Carpinteiro residente na Equimina.
Antonio de Carvalho Guimarães, idem, residente em Benguella, - já' esta' preso
Miguel Dias Ferreira, Commerciante com caza em Loanda.
Antonio dos Santos Silva Patricio, idem com caza em Luicomba, pronunciado por despacho de 14 de Março de 1856.
Luiz Antonio Ferreira Reis, supposto se residente no Ambriz, e foi alli Caixeiro.

Residentes fora da Provincia

José Lucas Henriques de Sosta, Commerciante que foi em Benguella. deve actualmente achar se em Portugal, America do Norte, ou Havana, segundo correspondencia sua nos Autos: côr pardo, idade quarenta annos pouco mais ou menos, estatura regular, nariz e rosto cumprido, dentes grandes. Veio no Diario como principal Director da negociação.
Manoel Bazilio da Cunha Reis, supposto se que existira' na America do Norte.
Francisco Antonio Monteiro, Commerciante que foi em Luicomba, supposto se que existira' na America do Norte.
José Pedro da Cunha, Commerciante que foi em Novo Redondo, supposto se residente na America do Norte ou em Portugal.
José Antonio Fernandes, Pharmaceutico que foi da Botica do Hospital de Benguella, sahio desta Cidade na Barca - "Atrevimento" para Lisboa: já' foi uma vez a Havana - boa viagem.
Francisco Baptista de Albuquerque d'Oliveira Malheiro, foi Capitão de Navios Mercantes; supposto se residente na America do Norte, ou em Portugal, estatura alta, um pouco gelida ou defeito

ou defeito em um dos olhos.

Joaquim Antonio Branco, foi ultimamente Capitão do Brigue "Lealdade" em 1854; estatura baixa, cabello ruivo, barrigoz, idade 50 annos pouco mais ou menos; foi agora Capitão do Navio que carregou na Lucia em 31 de Dezembro de 1853.

Ignacio B. Gouvêa, foi o Piloto do Navio que carregou na Lucia, suppoe se residente na America, ou em Portugal assim como o dito Capitão Branco.

Antonio Chaves — foi o Contramestre — idem —

Ignacio Pereira de Attaide, Commerciante com caza em Valconcho, foi uma vez a Havana hum carregou em 1853 — estatura regular, tem um defeito sensivel no rosto, reside hoje em Lisboa.

João Alberto Machado, residente em New York, cumplice neste Contrabando por facilitar a remessa e posse em fundos, producto do mesmo Contrabando, como consta de Correspondencias varias que existem nos Autos: é Portuguez, naturalisado Americano.

José da Silva Maia Ferreira, residente em New York — diz ser empregado no Consulado Portuguez.

Salvador de Castro, residente em Havana, negociador, dos mesmos.

Don Martin Riera — idem — . . . . . idem.

Don Nicolás Valdevez idem . . . . . idem.

Don J. Mazorra & Cª — idem . . . . . idem.

were all Spanish on the 1st, & the two last
days in which evidences of Government
Draftsmen & other Vessels, who, on the 20th
ensuing, were to be examined, & detained
until the 29th when they were made
whose hire — On the 4th inst. the Ct.
Louis having filled his with provisions,
& dispatched him to Key West, I was ordered
to proceed to the Southward & Eastward
for the purpose of ascertaining
from vessels, & Vessels, Steamers & Sailing
Vessels as to danger —

I have our Vessels have now passed
the Mole, Ship — St Louis & the Steamer
Relief at the N.E. Anchorage Port & Steamer at
Cape Antonio Corvette, Cleat and Eller Pilot
Boat Key, Sandy Bank and Bradgers on the
North coast, Princess Island, and Eller
Fire & Bay, Eighteen Bar, Bermuda, St.
Paul de Loando and the Cargo Vessels on
the South, and Bay, has furnished Steer
points indicated by various communica-
tions of December 11, 1858, and received here
on the 5th Instant, nothing of importance
on the way.

Commander Livingston has boarded
twenty Vessels and a number of Vessels and
having with all the Vessels Spanish,
he also states that the opinions of the
Officers of the British Cruisers at the
Cargo, as expressed to him, were that
our vessels at that period appeared to be
engaged in legal trade alone —

Ful

[illegible]

Brazil — [illegible] Benguela
[illegible] Ambriz — [illegible] the
Vessels of Commander Livingston
had on the 20th Inst. [illegible] Dickason,
U.S.N. Commanding on the Coast of Africa
(from whom a letter
was transmitted,)
was Benguela, [illegible] the Coast
in regard to the [illegible] obtained —

We would observe from the letters
and papers before us, that Vessels brought
out by the Slave Cruisers were
seized on various pretexts, some
become ill fated in regard to their char-
ter, that the slave trade has been car-
ried on to a large extent by an organ-
ized Company, many of the members
of which are residents of New York and
Havana — the names will be found in
the enclosed [illegible] of Correspondence in
the

[illegible] Department [illegible] —
[illegible] Sir, [illegible]
[illegible] the [illegible] Department [illegible]
[illegible] Okanogan [illegible] called [illegible]
[illegible] from Victoria, a vessel [illegible]
[illegible] Semiahmoo and Bellingham Bay, [illegible]
[illegible] and [illegible] Department [illegible]
[illegible] receiving [illegible] the [illegible]
[illegible] and [illegible] upon [illegible]
[illegible] considered [illegible] the [illegible]
[illegible] committed [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible]

copy

U.S. Ship Chippewa
Porto Praya Bay, July 13th 1859

Sir

I am not aware of any Slave Ships with the exception of one or two Barracoons, and these negotiate with Commander J.M. Livingston in giving protection to Americans citizens and their property at the Barracoons during peaceable, and in the adjustment of the difficulties which exist between the people of "Maryland in Liberia" and some of the native tribes. Should the presence of the Dolphin not be required at the Cape, you will extend your cruise along the coast to the Bights of Benin.

You will be further governed during your cruise by such general instructions as you may have received from the Hon. Secretary of the Navy and the Commander of the Squadron.

Return to Porto Praya before exhausting your provisions. Touch at Monrovia, or any ship, and await further orders at Porto Praya.

I am, very respectfully,
Your Obdt. Servt.
Thomas Crabbe
Commanding U.S. Naval Forces,
Coast of Africa.

Commander Edward R. Thomson,
U.S. Brig Dolphin.

Mar. 25 Ord

U. S. Flag Ship Jamestown
Ports Praya Bay,
April 27. 1857

Sir,

I herewith transmit the proceedings of eight Summary Courts Martial held on board the U. S. Ship St Louis in the first Quarter of the present year.

I am, very respectfully
Your Obdt. Servt.
Thomas Craven
Commanding U. S. Naval Forces,
Coast of Africa.

Hon. Isaac Toucey,
Secretary of the Navy,
Washington D. C.

C. Sinn 3. Cathrein

[illegible]

[illegible]

[illegible]

of the President of Liberia, may
be a few days received to the agree-
ment of all the delegates of
nations to a treaty arrangement for the
settlement of Cape Palmas - which has
for many years existed with the diffi-
culties existing between the colo-
nists and a tribe of the natives for ob-
grounds of title, land, and will no
doubt tend to create a good under-
standing between them in future.

I arrived immediately after the
departure of this vessel, for the Sher-
bro (Sherbro) the principal of Cape Palmas,
in order to arrange their interests gen-
erally and receive depositions, pro-
perties in any [illegible] difficulty,
decided to direct their attention to the
[illegible] of Liberia which was im-
mediately done. The [illegible] of
Montserrado and Liberia was consi-
dered and the territory
[illegible] as one of the counties
of Liberia.

Everything having been perfected
to my satisfaction I left the St Louis left Cape
Palmas on the 7th March arrived at
Monrovia on the 12th, left there on the
15th and arrived here as above mentio-
ned.

The Hon. Secretary of State arrived

at

at Cape Palmas on the 24th and
sailed on the same day for the South-
ward. She will touch at Monrovia
on her return to the windward.

The enclosures to consist of the
Constitution, Declaration of Rights &
such laws of the Republic as the Sec-
retary of State may direct to be
subject to revision and alteration by the
Legislature.

I have &c with the communication
of such documents to guide him in the
discharge of my duties, a copy
of which I have forwarded to the
Department.

I am, Sir, very respectfully,
Your obdt. Servt.
Thomas Crabbe,
Commanding U.S. Steam Vessel,
Consul at Liberia.

Hon: Edward Livingston,
Secretary of State,
Washington, D.C.

C. Irene J. Etheredge

(Desp. 15)

H.M. Ship "Bann" Simon's Bay,
St Vincts Bay, 10th April 1854

Sir,

Immediately after the date of my last dispatch (No 14) of February 11th I visited the ports of Bathurst and Goree and the African Coast, and the Island of St Vincent, from the latter of which I arrived at this port on the 28th Feby. — On the 18th March I again sailed for St Vincent returning on the 26th of the same month. On the 30th the Store vessel Wolfe arrived with Supplies for the Squadron all of which, I am happy to say, seemed to be in good condition and, with what was remaining on hand, leaves, at present, in the Store house at this place an ample supply, apparently of good quality, to last the Squadron for some months. —

On the 22nd inst. the H.M. Ship St Louis anchored in this port. Her Commander reports, that he visited Cape Palmas on the 20th Feby. — found the natives and Colonists in a state of war — which fortunately, by the intervention of Commander Livingstone and the arrival of 110 men, under the command of Ex-President Roberts of Liberia, was in a few days reconciled for the settlement of all the belligerent tribes & Countries to a treaty drawn up by the authorities of Cape Palmas — which I earnestly trust will settle all the difficulties existing between the Colonists and some of the natives for upwards of six years past, and will be no doubt

dent will have to create a good understanding between them in future.

Almost immediately after the signing of this treaty, (on the 26th Feby) the inhabitants of Cape Palmas, in order to advance their interests generally and ensure themselves protection in case of future difficulty, decided to annex their territory to the Republic of Liberia, which was immediately done. The sovereignty of "Maryland in Liberia" was consequently surrendered and its territory incorporated as one of the counties of Liberia.

Everything having become perfectly tranquil, the St Louis left Cape Palmas on the 8th March, arrived at Monrovia on the 19th, left there on the 24th and arrived here as above mentioned.

The U. S. brig Dolphin arrived at Cape Palmas on the 28th Feby and continued on her cruize to the Southward. She will probably reach this port about the middle of May.

In obedience to orders from the Department, received on the 23d of last month, I shall leave on the 1st May for the United States, where I expect to arrive early in the month of June.

I have left with Commander Livingston directions to guide him until the arrival of my successor, a copy of which I have forwarded to the Department.

I am, very respectfully,
Your Obt. Servt
Thomas Crabbe,
Commanding U. S. Naval Forces,
Coast of Africa.

Hon: Isaac Toucey,
Secretary of the Navy,
Washington D. C

6. June 6. Ex Chron

have called these happenings to Shaw's
keen attention to this state of things
on the Plains in the hope he would
at once order for duty an adequate force
to keep the Indians under proper restraint
for the protection of the settlers.

Sam, very respectfully,
Your Obdt. Servt.
E. Lowe Brodhead,
Commanding Mo. R. Naval Forces,
Coast of Africa.

Commander J. H. Livingston,
Comdg. U.S. Ship St. Louis.

file

C. Jno S. McCain

Signed

Theresa Smith

Commissioner of Deeds,

Cook Co., Illinois.

6. June 3. Ethel

U. S. Ship St Louis Porto Praya,
Oct 28th 1857

Sir!

I respectfully request that a medical board may be ordered to be held upon the persons named next, who are affected with the diseases opposite their names in order to determine their fitness for service and the propriety of sending them to the United States per

Alexander Barrett — Ord Sea — Hepatitis & Scorbutic
William Parris — Ord Sea — Rheumatism etc
William Sinclair, — Sea — Stricture of urethra
Christ Easton, — Marine — Fistula in ano
Patrick McLean, — Marine — Mental Imbecility
Henry Brown — Ordinary — Carbuncle
James Wilkins — Ord Sea — Chronic Enteritis
Henry Mason — Ord Sea — Spasm of the joint

Respectfully your obed't Servant
(Signed) W. P. Jackson
Surgeon

To Lt. Commdg Hastings U.S. Com mandg U.S. Ship St Louis

Sir,

I concur in and herewith forward the above letter from Surgeon Samuel Jackson and respectfully request that you will order a board of medical officers to be convened for the purpose of examining the above mentioned cases.

Respectfully your obed't Servt
(Signed) F. H. Hastings
Commanding
U. S. Ship St Louis

To
Commodore Thomas Craven
Commanding U.S Naval Forces, West coast of Africa

H.M. Ship Ramsbourne
Porto Praya Bay Apl 28 1857.

Sir

You will hold a strict and care
ful survey upon the men named in the w
rrant of Surgeon Samuel Jackson, and re
port upon their condition in triplicate, ac
cording to General Order dated Dec.r 2 1854
and such other orders as may exist for your
guidance.

I am respectfully
your Obt. Servt.
(Signed) Thomas Cobbe
Commanding H.M. Naval Forces
Coast of Africa

Fleet Surgeon George Clymer.
Surgeon Samuel Jackson.
Ord.y Sub John S. Ethelston.

H.M. Ship Ramsbourne Porto Praya Apl 28th

Sir

I beg the favor, agreeably to your order of this date, on the case of the above named men of this ship, to respectfully report that we find them affected with the diseases set opposite to their names respectively named:

Alex. Barrett	Ord. Seaman	Dissipation of habit
Wm Davis	Ord. Seaman	Rheumatism etc
Thos. Sinclair	Seaman	Stricture of Urethra
Chas. St. Dalton	Marine	Phthisis pulmonalis
Patrick McLean	Marine	Mental Imbecility
Henry Brown	Corporal	Carbuncle

James H. Kirby Ord.r Sub Thomas Greene
Henry Mason Ord. Seaman Spraine of the joint

And we are of opinion that the said
all be sent to the United States by the first
opportunity as invalids.

We regard the disability of the men
as likely to continue long, if not
that of some of them as permanent.

In no case was the disease contracted in the line of duty.

The following named men who, in
our opinion be discharged from the service
upon reaching the United States not being
so recommended for hospital treatment as they
having no claim upon the Queens Bounty:
Alexander Barrett Ord. Seaman Dissipation
William Sinclair Seaman Stricture
Patrick McLean Marine Mental Imbecility
James H. Kirby Ord. Seaman Phthisis
Henry Mason Ord. Seaman Spraine of the joint

The other men sick in the Naval
Hospital, named
William Davis Ord. Seaman Rheumatism
Charles Dalton Marine Phthisis
Henry Brown Corporal Carbuncle

I am Sir your obedient
Geo. Clymer
Fleet Surgeon
H.M. Ramsbourne
John S. Ethelston
Ord. Sub

To
Commodore Thomas Cobbe
Commanding H.M. Naval Forces
West Coast of Africa

Yours truly
Thomas Crabbe
Commissioner of St. Paul River,
Liberia.